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HONGKONG PILOT SERVICE.

REGISTRATION BILL DRAFTED.

PILOTS MUST BE BRITISH SUBJECTS.

IMPORTANT CHANGES.

The Gazette contains the draft of an Ordinance which is to provide for and regulate the employment of pilots. Many pages are occupied by the provisions of the Bill, the schedule and the Objects and Reasons. One important requirement is that pilots must be British subjects.

It is explained, however, that persons holding pilots' licences under Ordinance No. 3 of 1904 immediately before the commencement of the new Ordinance are excluded from the provision that pilots must be British subjects, whilst the Governor-in-Council is given power to exempt any other person from this requirement. In this connection it is stated that it might, for instance, be desirable to have this power in the case of a person who had previously held a pilot's licence for many years but who was not actually holding a licence at the commencement of the new Ordinance.

Sight and Fitness.

Another section in the Ordinance requires that all pilots are to pass an examination for sight and physical fitness when called upon by the Harbour Master and at least once in five years.

An Appendix sets out the pilotage dues, which are as follows:—For pilotage of a ship inside the waters of the Colony into or out of the Harbour of Victoria, \$15; for each time a steamship is moved inside the Harbour of Victoria, \$10.

The above charges are for services rendered between sunrise and sunset. If the whole or any part of the services are rendered between sunset and sunrise the said charges in the respective cases shall be doubled.

Whilst registration of pilots is necessary it is laid down that nothing in the Ordinance shall be deemed to make the employment of any pilot within the waters of the Colony compulsory.

Must Speak English.

It provided that every applicant for a pilot's licence must be able to speak English and must be able to read and understand English.

Produce documentary evidence to the satisfaction of the Board of Examiners of at least three years service as a seaman in foreign going ships, other than river-steamers, regularly calling at Hongkong.

Satisfy the Board of Examiners that he has served at least two years apprenticeship to a pilot holding a licence under this Ordinance or who held a licence under the Pilots Ordinance, 1904.

Satisfy the Board of Examiners that during his period of apprenticeship he has, under the direction of a pilot holding a licence under this Ordinance or a pilot who held a licence under the Pilots Ordinance, 1904, piloted a ship into the Harbour of Victoria on forty occasions, and that he piloted a ship out of the Harbour of Victoria on forty occasions; that at least twenty different ships must have been piloted among the eighty occasions referred to; that at least five of the twenty ships referred to must have been different ships of at least 8,000 tons gross register; that on at least ten of the eighty occasions referred to, ships of at least 8,000 tons gross register must have been piloted.

Provided that the Board of Examiners may dispense with any of the above requirements in the case of an applicant who held a licence under the Pilots Ordinance, 1904, but who was not the holder of such a licence at the time of coming into operation of the Pilots Ordinance, 1930, if they are otherwise satisfied of the fitness of the applicant to hold a pilot's licence under the Pilots Ordinance, 1930.

Fees Outlined.

It is further provided that every applicant for a licence as pilot shall upon lodging his application for examination pay to the Harbour Master a fee of forty dollars for each

(Continued on Page 7.)

LABOUR TO HOLD INQUIRY.

SANDHAM'S CHARGES TO BE INVESTIGATED.

COMMITTEE NAMED.

London, Aug. 29. The National Executive of the Labour Party has decided to hold an inquiry into the charges made by Mr. Elijah Sandham, M.P., against Members of the House of Commons. The Committee will consist of Miss Susan Lawrence, (chairman), Mr. Arthur Henderson, Mr. George Lansbury, Mr. Hugh Dalton M.P. and Mr. Stanley Hirst of the Labour Party Executive.—*Reuter*.

Mr. Sandham's allegations were made at a speech at Manchester when he made three specific charges:

"First, that certain members of this House to my knowledge have been seen in the House drunk."

"Second, that certain members have received money from the Moneylenders' Association in consideration for services rendered during the passage of the Moneylenders' Bill."

"Third, that on the 4th, 5th, 12th, and 23rd April, 1930, the Daily Mail openly charged members of this House with using their position as members of this House and used facsimiles of House stationery for writing what are described as puff letters in return for which they were paid sums of money."

The allegations were referred to a Committee of Privileges of the House, which found that Mr. Sandham had been guilty of a gross libel on Parliament and deserved a censure.

The motion for the censure was carried in Commons with only 13 members voting against it and members of Parliament then listened to the rare ceremony of the Speaker, on a formal motion, admonishing Mr. Sandham.

VIOLENT STORM IN SCOTLAND.

DEVASTATING EFFECT ON CATTLE.

London, Aug. 30. A violent electrical storm broke over the Scottish highlands early this morning. Lightning was perpetual for three hours and was accompanied by thunder-bursts of unusual intensity. The Duke of York was staying with the King at Balmoral and found himself unable to telephone to Glamis Castle, the storm having cut off communications.

The storm, besides doing much damage to property, had a devastating effect on cattle and on fish in the rivers. Hundreds of salmon have been killed and the loss of cattle cannot be estimated.—*British Wireless*.

PRIVATE SENTENCED IN SHANGHAI.

A YEAR FOR UTTERING A FORGED DOCUMENT.

Shanghai, Aug. 29. Pleading guilty to two indictments charging him with having uttered forged documents, David Irving Murie, a private in the Royal Army Medical Corps, was sentenced to one year's hard labour by Judge King at the Supreme Court yesterday.

A further charge of obtaining credit by fraud and seven charges of obtaining goods by false pretences were taken into consideration.—*Our Own Correspondent*.

CLAIMS ON MAN IN PRISON.

VICTOR ELLIOTT SUED IN SHANGHAI.

Shanghai, Aug. 30. Victor Elliott, who was recently sentenced to prison for fraud, was sued civilly in the Special District Court yesterday for \$1,800, the complainants being various merchants.

The hearing of the case was adjourned until after Elliott has served his prison term.—*Our Own Correspondent*.

STARTLING CHINA REPORTS.

FUTURE OF PEKING & TIENTSIN.

MAY BE HANDED OVER TO MANCHURIANS.

REPORTED COMPACT.

Peking, Aug. 29. A most surprising development in the civil war situation is the reported intention to withdraw all Shansi troops from Peking and Tientsin and to hand over the control of the two cities to the Manchurian troops of General Chang Hsueh-liang.

The Manchurian Government has announced the mobilisation of one Cavalry Division and two Divisions of Infantry for Changpingchow, situated thirty miles to the north of Peking. While the main body of the Manchurian divisions will be stationed at Changpingchow, various contingents will be concentrated at Shunyi and Miyun to the north of Peking.

Complete Understanding.

The Peking populace is electrified with the news of this alleged understanding between the Manchurian Government and the Shansi troops.

ALLEGED GOLD FIND NEAR CANTON.

Students Wish to Open Up Mine.

NOW RAISING CAPITAL.

Canton, Aug. 29. Some students of the Kwangtung Industry College of Canton claim to have discovered gold in the Fayuan district on the North River, not far from here.

There is no confirmation obtainable of this at present, but it is reported that the students have already petitioned the Department of Reconstruction of the Provincial Government for registration and are at present engaged in raising capital in order to establish a mine and commence working immediately.—*Our Own Correspondent*.

si commanders, and of all the surprising news to hand the most significant is a statement to the effect that while the Manchurian troops are garrisoning Peking and Tientsin, the Shansi forces and the Kuomintang allies will take concerted action along the principal railways for a gigantic counter-attack against the Nationalists. Shansi official circles say that the Manchurian contingent expects to occupy Tungchow, to the east of Peking, some time tomorrow. Tungchow is less than fifteen miles from Peking and being linked up with a fine motor road it requires only thirty minutes to go from one place to the other.

It appears that the Shansi emissaries who have been visiting Peitaiho participating in the secret political conferences with General Chang Hsueh-liang have reached an understanding with the Manchurian Government whereby the latter army will first take Tungchow, awaiting a complete evacuation of the Shansi troops from Peking and Tientsin before taking over the two cities.

Hope For Northerners.

The Manchurian mobilisation is considered the last chance of the Northerners to win the present war against the Central Government.

The recent Shansi defeat at Tsinanfu so crippled the Northerners that it is considered imperative that all the Shansi garrison forces at Peking and Tientsin be rushed to the front to save an early Nanking occupation of Tchow, a most important strategic position in Chihli Province.

Shanghai telegrams state that the Nanking Government is giving great attention to the significant

(Continued on Page 12.)

SEIGE OF NANNING CONTINUES.

FOOD RUNNING SHORT AND PLAGUE REPORTED.

MINING THE WALL.

News reaching the Telegraph from districts near Nanning shows that that city is still undergoing a siege at the hands of Yunnanese troops, who appear to have adopted the tactics of starving the inhabitants out, in the absence of military support.

On the evening of the 18th instant, three men managed to escape from the city by way of the town sewer, and they report that food is getting short and that cases of plague have also occurred. The Yunnanese troops have built an excellent pontoon bridge across the river just below the village of Ting Tsz Hui and out of sight of the city, owing to the bend in the river there.

Bombing raids have taken place daily by single machines, and occasionally two, at about 8 o'clock in the mornings, and in all more than forty bombs have fallen on the city with the week ending the 19th instant.

No heavy attacks have been launched on the city defences since the 13th instant, but the defenders continue to strengthen their positions and their five 3-inch guns shell the Yunnanese positions every day. The attacking troops have surrounded the city with two distinct encircling lines—one close in to the walls and the other a mile further out. These are entrenched and have machine-gun placements at strategic points.

There are three reasons at least why the attacking troops have not taken the city. They require guns of sufficient calibre to breach the city wall defences, and these they have not got. They probably expect the Cantonese planes sooner or later to be able to drop bombs on these walls and make a sufficient breach for the attackers to get through. Thirdly, they are attempting to tunnel the wall and blow it up, but have not got very far with it.

Possibly, the Yunnanese policy is to reduce the city to the point of surrender by merely besieging it. At any rate, for the present there is evidently to be delay in attacking the city.

RUBBER RESTRICTION SCHEME.

BASED ON WORLD STOCK LEVEL.

London, Aug. 29. The Morning Post, discussing the new rubber restriction scheme, says that it will be determined, not on price, but by the world stock level.

The underlying principle is that supplies will be curtailed or released according as the world stocks rise above or fall below an agreed "pivot" surplus, which gives a reasonable margin of safety to the consumer, such margin to be provided if stocks exceeded a three months' supply.

Assuming four months' supply is a reasonable figure and world consumption is at the rate of 750,000 tons yearly, the "pivot" surplus would be a quarter of a million tons.—*Reuter*.

HOME HEAT WAVE CONTINUES.

THIRTEEN MORE DEATHS YESTERDAY.

London, Aug. 30. Thirteen deaths were caused in England by the heat wave yesterday. The maximum temperature in London was 94 degrees. There were also severe thunderstorms and torrential rainstorms throughout the country, serious damage being done to crops and widespread dislocation to telegraph and telephone communications being caused.—*Reuter*.

SHANGHAI DOCTOR RETIRING.

DR. AYLRARD TO LEAVE NEXT MONTH.

Shanghai, Aug. 30. Dr. Stanley Aylward, Port Health Officer at Woosung, is retiring next month. He is proceeding to New Zealand where he will buy a practice.—*Our Own Correspondent*.

FINE BATTING BY BRADMAN.

DOUBLE CENTURY AT CANTERBURY.

SURREY TROUCE LEICESTER AT THE OVAL.

LANCS. CHAMPIONS.

London, Aug. 29.

Lancashire have won the County cricket championship, Notts., Yorkshire and Gloucester being left to fight for the second place. A feature of the matches ending to-day was the batting of Bradman of Australia who made 205 not out against Kent. There were eight centuries by English players, while the matches were productive of many excellent bowling performances.

Results of the matches which finished late to-day are as follows: Kent drew with the Australians at Canterbury.

Surrey beat Leicester at the Oval by 265 runs.

Worcester won on the first innings against Hampshire at Worcester.

Somerset beat Derbyshire by 203 runs at Taunton.

In a friendly match at Brighton Yorkshire drew with Sussex.

The Honours List.

The principal batting and bowling performances during the matches ending to-day are given below:

Batting.
Bradman (Australia) 205
Sutcliffe (Yorkshire) 173
J. Parks (Sussex) 121
Longridge (Somerset) 108
Winwood (Worcester) 104
Newman (Middlesex) 101
Lawwood (Notts.) 83
Hobbs (Surrey) 100
Sandham (Surrey) 100
Walters (Worcester) 90
* Not out.

Bowling.
Young (Somerset) 8 for 30
Goddard (Gloucester) 8 for 44
and 4 for 53
S. Staples (Notts.) 7 for 36
Ryan (Gloucester) 7 for 79
Peebles (Middlesex) 8 for 65
and 6 for 38
Lawwood (Notts.) 6 for 79
Root (Worcester) 6 for 87
Parker (Gloucester) 6 for 88
Smith (Essex) 5 for 28
R. Tyldesley (Lancs.) 5 for 64
Fender (Surrey) 5 for 47
White (Somerset) 5 for 69
Verity (Yorkshire) 5 for 71
Gregory (Surrey) 4 for 17
Mayer (Warwick) 4 for 26
MacDonald (Lancs.) 4 for 26
Hearne (Middlesex) 4 for 33
Allom (Surrey) 4 for 31
Farnes (Essex) 4 for 61
Herman (Hants.) 4 for 63

Kent v. Australia.

Australia made 181 in their first innings, Hurwood and Richardson being responsible for half the score with 45 each. Freeman took half the wickets for 78 runs. Kent went in to make 87 for four wickets before play closed on the first day. In their second innings the Australians declared at 320 for three wickets. Bradman was again in fine form and was undefeated with 205 to his credit when the declaration was made. In their second knock Kent made 83 for the loss of two wickets.

[Reuter omitted to cable the total of Kent's first innings.]

Surrey v. Leicester.

Surrey easily defeated Leicester at the Oval when the opening batsmen, Hobbs and Sandham made a fine stand and were not separated until each had made a century. The declaration was made at 453 for five wickets, both Hobbs and Sandham having made just a hundred.

Leicester went in to make a modest 125, Allom taking four for 34 and Gregory 4 for 17. Surrey again declared in their second innings at 145 for 1. Faced with a terrific task, Leicester were unequal to it and only made 208 in their second innings, Fender taking five for 47. Surrey's margin of victory was therefore 265 runs.

Worcester v. Hampshire.

Fine batting by Winwood and Walters characterised Worcester's innings which closed at 410. Winwood made 104 and Walters 90.

(Continued on Page 11.)

Bulls and Inners

□ □ From the Office Butts. □ □

On the question of why girls leave home, is it not just possible that some of them are looking for their parents?

A naturalist says the mosquito has several feminine traits. Stinging people for its dinner is one of them.

It does not appear to have occurred to some of England's bowlers that their first aim should have been the wicket.

The bogus police who chose Cleverly Street as the place in which to trick a woman of a pair of gold bangles must have had a keen sense of the fitness of things.

"That's the ticket," as the traffic inspector of the Kowloon-Canton Railway said when he discovered a used one which an employee had intended issuing again.

Nature Note.—The still, small voice of the lesser pop-wing, and the still smaller voice of the worse war-hunk may now be heard whenever they are audible.

Changing a motor-car wheel on a hot day isn't the job it's cracked up to be.

The climate doesn't always agree with our weather forecasters.

Some of these sun-bathers at Castle Peak seem to be basking for it.

Women are to wear skirts longer. And if the business depression continues, they'll be wearing 'em longer than they expect.

A contemporary informs us that a house coolie was fined \$10 for "dumping house refuse from 1 Armad Building." We think the head for you.

Couldn't some of our malaria experts tell us the best way of suppressing the "mosquito" Press?

[Local retail firms complain of the difficulty of classifying imports according to the requirements of the Statistical Office.]

We're sorry if we seem a trifle dense.

Or lacking in sufficient common-sense.

To correctly classify.

Every article we buy.

And convert it into dollars and odd cents.

Say we happen to import some wooden legs.

Do we have to classify them under "Pegs."

Of would that refer to quenchers.

Or the prong in pivot dentures.

And should we count them singly or in kegs?

If perchance we introduce a line of cream.

Our problem here quite difficult would seem.

For it might be meant for bunsions.

Cream of tartar or of onions, radio develops, it may become a free of steam!

A General has presented the Canton-Zoo with a big tortoise.

It now only needs someone to come along with a hare and it will be easy to stage the opening event for the new racecourse.

We are surprised that nobody has yet suggested that girl flyers should in future be known as "Amyators."

The "You Know" Series.—You know he's a policeman because he has arresting ways.

The difficulties which some of our retailers experience in classifying goods to the satisfaction of the Statistical Office are as nothing compared with the task of classifying the customers' foul bacon and putrid cabbage according to their ability to pay a case of a diplomat pudding his foot into it.

Some infamous sayings.—"I'll pay you back at the end of the week."

Two B.S.A. motor cycles have been stolen this week. Bicycles month, sure.

We should have thought that the Chinese who stole the bull's head at Samshuipo were doing a kindness to the troops.

Money may talk, but the trouble is that it isn't on speaking terms with many Hongkong people these days.

One of these days, a tennis player is going to be embarrassed by being photographed holding only one racquet.

In the Anglo-American Athletic Meeting at Chicago, the following records are said to have been established.—Putting the Shot, 148' 17"; Pole Vault, 38' 10"; High Jump, 19' 11"; Throwing the Hammer, 162' 33"; Long Jump, 69' 5 1/2". There was, however, no mention of Pulling the Stunt or Putting the Kybosh!

A scientist has just written a book about deep-sea sponges. Needless to say, it's most absorbing.

A Rumanian girl is nearly seven feet tall and is still growing. If she is depressed now, she's in for a circus later on.

We should say that the definition of "a regular meal" largely depends on one's appetite.

One thing about a golfer, he does like a good tee-fight.

Now that he's recalled Primo Carnera to the Italian army, Mussolini will feel that war can begin at any time.

A cabbage over four feet high and weighing 39 pounds has been "dumped" house refuse from 1 Armad Building. We think the head for you.

A Reading boy arrested for stealing said that the hair tonic he drank made him do it. Beverages like that, alas, have caused many a falling out.

A house without doors has been erected in London. The builders are thought to be amateur bridge fans anxious to avoid further grand stands.

We read that miniature golf courses have abbreviated everything in the game, but the cussing.

No fewer than five hundred Parliamentary delegates recently met in conference in London. No doubt they out-talked the talkies.

The skull of a victim of the Great Fire of London has just been discovered with perfect teeth. Of course there were no cures for pyorrhea in those days.

The chap who used to read the movie sub-titles aloud sits back of us at the talkies now and helps the hero to sing the theme song.

If this local controversy on radio develops, it may become a free of steam!

The broadcasting of Chinese music is not such a cymbal matter as it sounds.

Some diplomats are gentle with their audiences, but Pilsudski prefers to act the part of a striking Pole.

Perhaps the question of enclosing certain areas in the Colony will interest the newly-formed fencing club.

"A New Route to the East" says a newspaper headline. What we would like to discover is a new and easy one from it.

Marshal Pilsudski describes the Polish Constitution as "Like a piece of rotting meat mixed with a case of a diplomat pudding his foot into it."

Two B.S.A. motor cycles have been stolen this week. Bicycles month, sure.

(Continued on Page 11.)

THE HONGKONG
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THE LOK MA CHAU TRAGEDY.

NEW POINT REVEALED IN
EVIDENCE.

MYSTERIOUS HEAD.

It was revealed, at the resumed
inquiry into the tragedy at the Lok
Ma Chau Police Station on July 21,
that Dalip Singh had been re-
transferred to the New Terri-
tories, after having already served
one year there, as a punishment.

When the Court opened, Gurdit
Singh, Indian interpreter at the Tai-
po Police Station, was called. He
stated that at 5.45 p.m. on July 21,
while he was having his meal in
the mess room he heard the Chin-
ese interpreter and the Station
guard shouting to him. They
were saying "Fai it, munchi, tele-
phone." Witness went to the tele-
phone, but nobody replied. Know-
ing that the message had come
from Lok Ma Chau, communication
was restored after ringing for two
minutes and witness spoke to the
Indian Sergeant who informed him
of the occurrence at the Station.

Continuing, witness said that he
telephoned to the Assistant Superin-
tendent of Police and the Divisional
Inspector, North, for assistance.
A lorry was commandeered at Tai-
po and two Indians, with bullet
proof vests, were sent to Lok Ma
Chau.

Replying to Mr. King witness
said that he remembered Dalip
Singh going to Tai-po to see Mr.
W. la Bart Sparrow, A.S.P., some-
time in June when he had been
about a month at Lok Ma Chau.
He told the Superintendent that he
had already been in the New Terri-
tories for one year and asked why
he had been sent there again.

Transfer A Punishment.

Mr. King: What reply did Mr.
Sparrow give?—He said that Mr.
W. R. Scott (Deputy Superinten-
dent of Police) sent him to the
New Territories as a punishment.

Did he make any complaint that
he had been sent by A.S.P.
Mohindar Singh?—Yes, he said it
was Mohindar Singh, who sent him
there, owing to a grudge.

He alleged it was due to A.S.P.
Mohindar Singh. Did Mr. Sparrow
explain to him that it was not
A.S.P. Mohindar Singh's order but
Mr. Scott's order?—Yes.

Then after Mr. Sparrow had ex-
plained that to him did he say any-
thing more or not?—He insisted
that it was A.S.P. Mohindar Singh.
He said, "I know that."

In reply to the Coroner witness
said that it was 5.45 p.m. by the
charge room clock when the mes-
sage was received from Lok Ma
Chau. He did not know if the
clock was correct or not.

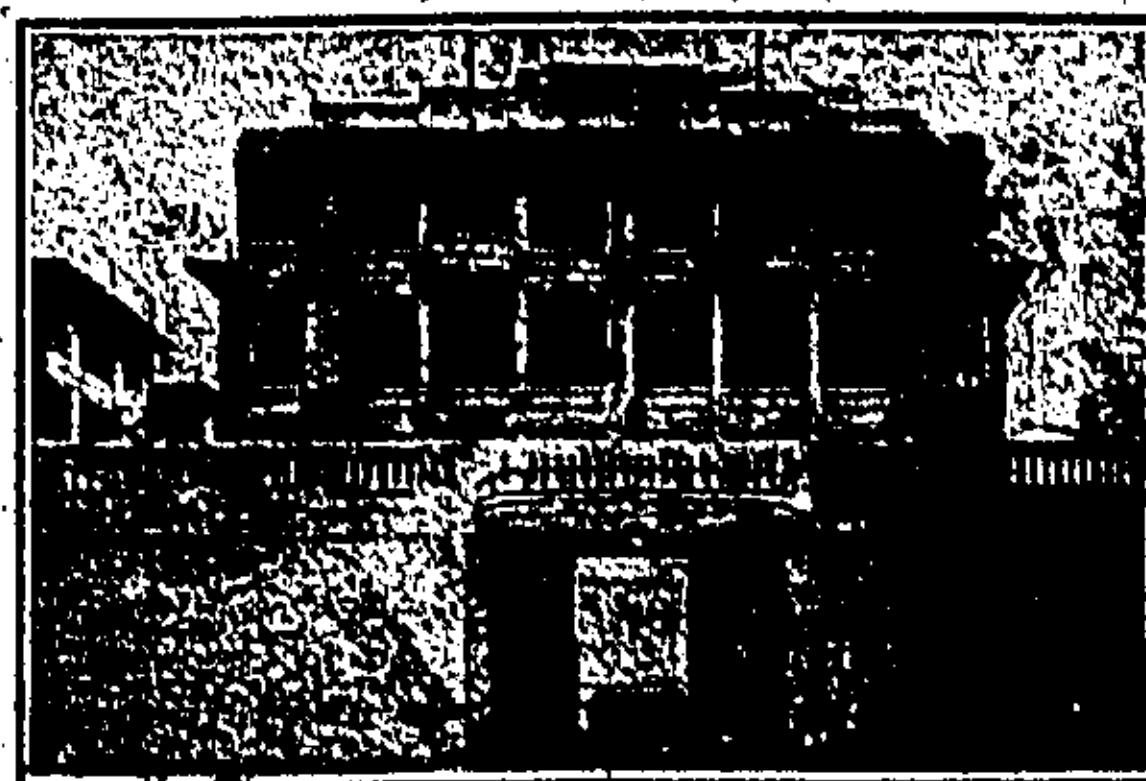
The Chinese interpreter, who
was on duty as telephone clerk from
3 p.m. to 5.30 p.m. stated that he
received no message whatever from
Lok Ma Chau during that time.
He was in the telephone room the
whole time from 5 p.m. to 5.30 p.m.

The telephone clerk who had been
relieved by the last witness, for
the two and a half hours, whilst
he was away for his meals, stated
that he took over again at 5.30 p.m.
Fifteen minutes later he received
a message from Lok Ma Chau, but
being an Indian's voice he could
not make out what was being said,
except that he made out the words
"to si yan" (man killed). Witness
then sent for the Indian inter-
preter, who came in three minutes
later. After two minutes they
were able to get on to Lok Ma Chau
again.

Sergeant G. F. Youe, of the
Sheung Shui Police Station, gave
evidence that at 5.30 p.m. on July
21 he was in the Station when the
Indian sergeant from Lok Ma Chau
made his report, he having arrived
on a lorry. The alarm at the sta-
tion was accordingly sounded and
the Officer in Charge detailed a re-
scue party, consisting of eight In-
dians, a Chinese detective, the of-
ficer himself and witness, to pro-
ceed to Lok Ma Chau.

Rescue Party Arrives.

This was about 5.40 p.m. Some



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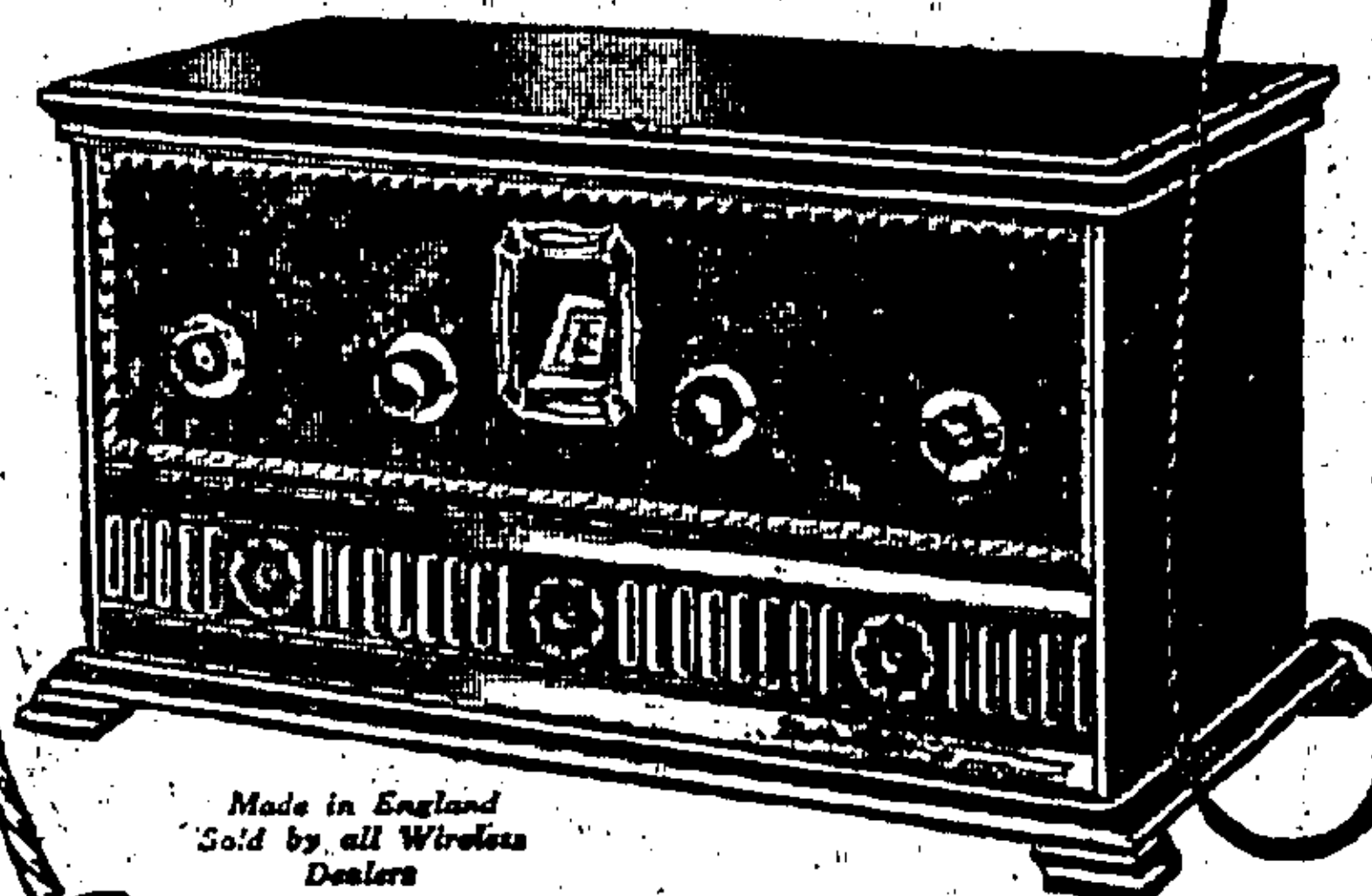
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of the Indians went by the lorry
while the remainder of the party
proceeded in a public vehicle.
On arriving at the cross roads,
the party began to ascend the path.
Witness did not hear any shots or
see any signs of anything unusual.
On reaching the first bend from
where they could see the Station,
a party of Indians and Sergeant
Madgwick at the married quarters
waved to the rescue party and

shouted to them not to advance any
further but to approach the sta-
tion from another direction.

Sergeant Madgwick informed
them that an Indian was in the Sta-
tion shooting and the rescue party
then took to the hillside. Witness
went down the hill and round a
pathway to another approach to the
married quarters. On reaching
his destination witness discovered
(Continued on Page 10.)

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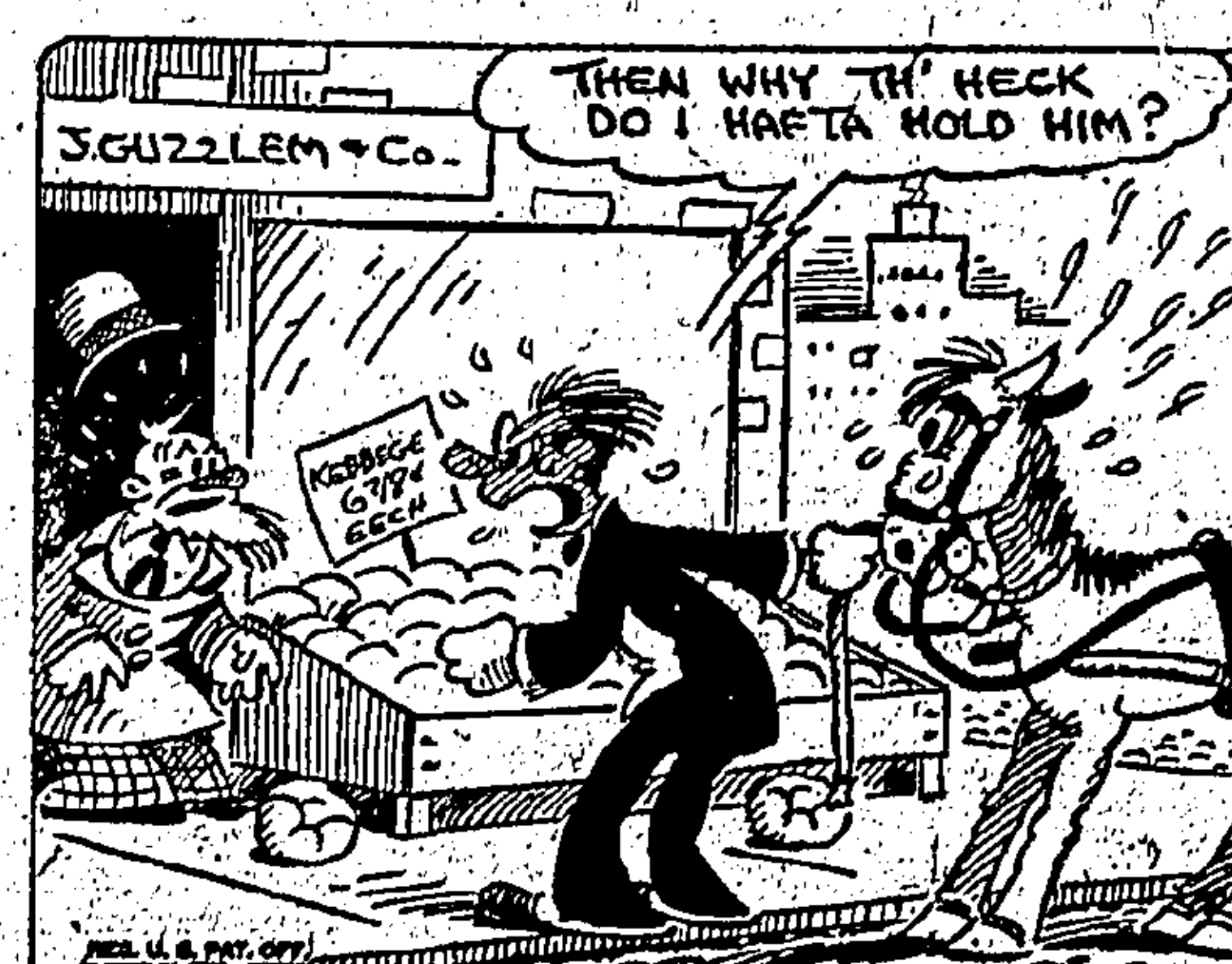
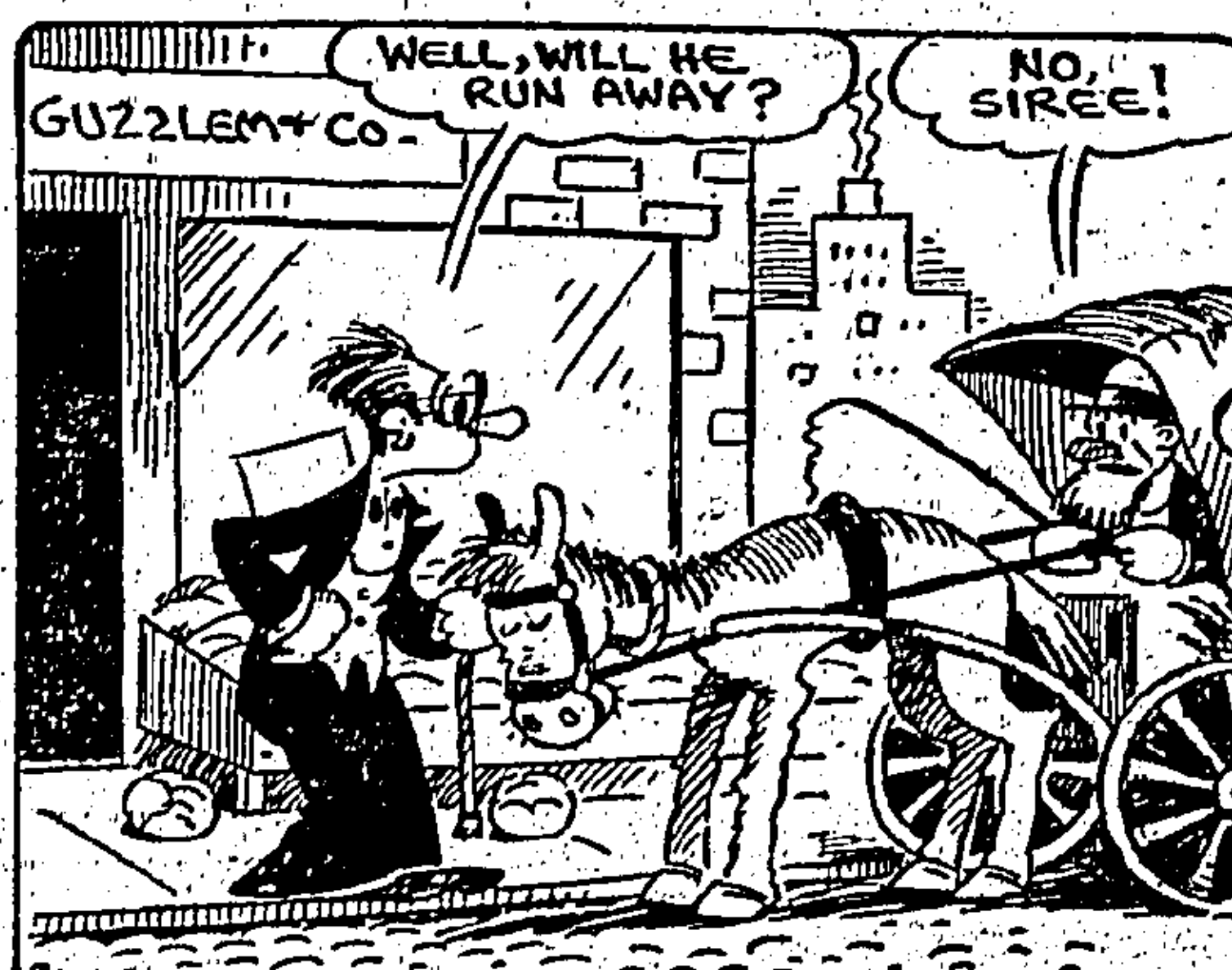


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25 WORDS\$1.00,
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The following replies have been received:—
544, 545, 547, 550, 556, 593, 595, 598, 618, 634, 638, 639, 642, 650, 657, 671, 678, 683, 685, 691, 695, 705, 709.

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LEATHER TRAY PURSE containing small sum of money and three keys. Finder please communicate with Box No. 701, "Hongkong Telegraph."

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LIGHTWEIGHT MOTOR CYCLE. Must be cheap exterior immaterial providing engine good. Write Box No. 702, "Hongkong Telegraph."

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TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

New Advertisements.

BANK HOLIDAYS.

In accordance with ordinance No. 7 of 1930, the Exchange Banks will be closed for the Transaction of Public Business on Monday, 1st of September, (The First Monday in September).
Hongkong, 27th August, 1930.

ST. STEPHEN'S COLLEGE.

School re-opens, and New Students received, at Stanley on September 1st, at 9.30 a.m. For Prospectus, apply to Mr. Li Hoi Tung, Messrs Banker & Co., 4, Queen's Road, Central, or The Warden, St. Stephen's College, Stanley.

HONGKONG FOOTBALL CLUB.

The First Practice for the coming season will take place on the Club Ground on TUESDAY, September 2nd, at 5.45 p.m.
All those interested are invited to attend.

H. M. McTAVISH,
Hon. Secretary.

HONG KONG CLUB

NOTICE.

An Extraordinary General Meeting of the Club will be held in the Club House on Friday, the 5th September, 1930, at 5.30 p.m.
Business:—As set forth in the notice posted in the Club.

By order,

T. A. ROBERTSON,
Lieut. Col.,
Secretary.
Hongkong, 27th August, 1930.

THE BRITISH CORPORATION REGISTER OF SHIPPING & AIRCRAFT.

Head Office:

14, Blythswood Square, Glasgow.

The Undersigned has been appointed Non-Exclusive Surveyor to the above Corporation for Hongkong.

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Telephone No. 30231 (two lines).
Hongkong, 25th August, 1930.

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Hongkong, 25th August, 1930.

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In The Form of a Detailed Index

(131 PAGES),

COMPILED BY
WALTER J. HAWKER, A.C.L.S.
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PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

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the 2nd September, 1930.

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CHURCH NOTICES.

The Eleventh Sunday
After Trinity.

LOCAL SERVICES.

S. John's Cathedral, Hongkong, August 31st, 1930, Eleventh Sunday after Trinity. Holy Communion 8 a.m. Parade Service 9.15 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: The Rev. Y. K. Carpenter, M.A. St. Stephen's College, Evensong 6 p.m. Preacher: The Rev. H. V. Koop.

Union Church, Kennedy Road, Hongkong. Morning Worship, 11 a.m. Evening Worship, 6 p.m. Preacher, Rev. John Foster.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Christ Jesus." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass. U.S.A.

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ENQUIRIES SHOULD BE
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SENSATIONAL AFFAIR AT SUKKUR.

DISCOVERIES IN MOSLEM CHIEF'S FORTRESS.

Karachi, Aug. 29.
The Moslem chieftain known as the Pirpagaro, or "saint of the turban," who is credited with almost divine attributes by many of his followers in the Sukkur district, has been sentenced at Sukkur to a total of ten years' imprisonment and a fine of 2,000 rupees, on various charges, including illegal possession of arms and the kidnapping of a boy and keeping him in confinement.

The circumstances of the arrest of the chieftain early in the year caused a sensation. The police in January, in response to an urgent appeal from the women of his household, raided his fortress at midnight and rescued several members of his harem. Then the police in March searched the fortress and found a large, concealed store of arms and ammunition, also a youth named Ibrahim, shut up in a box in which he had been chained for four years.

The Pirpagaro was acquitted of a charge of murdering Ibrahim's mother.—*Reuter.*

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Where-so-ever Pinkettes go, Joyful spirits overflow, Liverishness and tempers vile, Give place to the Pinkettes Smile.

Keep your food tract always clear and clean by the occasional use of these dainty little pills. Constipation, "liver," biliousness are quickly yet gently dispelled and your outlook on life brightened.

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PERFECTION

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POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Monday, the 1st September the G.P.O. will be open from 8 a.m. to noon, the Kowloon Post Office 8 a.m. to 11 a.m. and the other Branch Post Offices 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

NEW POSTAGE RATES.

The following rates of postage are now being charged on letters (other than postcards) addressed to the following destinations:—

Destination	Rate of Postage
Places in the Colony	3 cents for each oz. or part of an oz.
United Kingdom and British Possessions and Protectorates	8 cents for each oz. or part of an oz.
Macao	4 cents for each oz. or part of an oz.
China proper, excluding Sinkiang, Mongolia and Tibet	14 cents for the first oz. and 8 cents for each additional oz. or part of an oz.
Foreign Countries generally	14 cents for the first oz. and 8 cents for each additional oz. or part of an oz.

The special rate of 2 cents per 4 ozs. on newspapers published in the Colony and addressed to Hongkong, United Kingdom, British Possessions and Protectorates, China and Macao has been abolished and the rate of 2 cents per 2 ozs. substituted therefor.

Circulars for addresses in the Colony or Wei Hai Wei, which are posted in batches of not less than ten of uniform size and weight, and which are posted by being delivered to an officer of the Post Office, are now charged postage at the rate of 2 cents for each 2 ozs. or part of 2 ozs. instead of 1 cent per 2 ozs. as heretofore.

INWARD MAILS.

From	Per	Due
Shanghai and Amoy	Nanchang	August 30.
Shanghai and Swatow	Sunning	August 30.
Shanghai and Amoy	Tijsondari	August 31.
Manila	Emp. of Canada	September 1.
Manila	Pres. Cleveland	September 1.
Straits	Berrima	September 1.
Saigon	G. Metzinger	September 1.
Japan	Sydney Maru	September 2.
Japan	Tanda	September 2.
Sourabaya	Tilbesar	September 3.
Shanghai	Olderkirk	September 6.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 8th August).	Pres. Adams	September 7.
Australia and Manila	St. Albans	September 8.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 15th Aug.)	Pres. Pierce	September 8.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Straits and Calcutta	Calcutta Maru Sat., Aug. 30, 1.30 p.m.	
Shanghai and "Europe" via Siberia	Nanning	Sat., Aug. 30, 3 p.m.
Manila	Pres. Madison Sat., Aug. 30, 4.30 p.m.	
Amoy	Anking	Sat., Aug. 30, 5 p.m.
Saigon	Heikou	Sat., Aug. 30, 5 p.m.
Fort Bayard	Sunkong	Sat., Aug. 30, 5 p.m.
Swatow, Amoy, and Formosa	Canton Maru	Sun., Aug. 31, 9 a.m.
Bangkok via Swatow	Kalgan	Sun., Aug. 31, 9 a.m.
Foochow	Chennan	Mon., Sept. 1, noon.
*Shanghai, Japan, *Canada, *U.S.A., *C. and *S. America and *Europe via Victoria B. C.	Pres. Cleveland	Mon., Sept. 1.
	Parcels	11 a.m.
	Registration	11 a.m.
	Letters	11 a.m.
	(Due Victoria B. C. 16th Sept.)	
Shanghai, *Japan and *Europe via Siberia	G. Metzinger	Mon., Sept. 1, noon.
Swatow	Hydrangea	Mon., Sept. 1, 3 p.m.
Manila and Java via Sourabaya	Tijsondari	Tues., Sept. 2, 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ching	Tues., Sept. 2, 1 p.m.
Manila, Australia (except Thursday Island) and New Zealand via Brisbane	Sydney Maru	Tues., Sept. 2.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Brisbane 16th Sept.)	
Swatow	Hangsang	Wed., Sept. 3, 8.30 a.m.
Amoy	Tsinan	Wed., Sept. 3, 4.30 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and *Europe via Vancouver B. C.	Emp. of Canada	Thurs., Sept. 4.
	Parcels	Sept. 3, 5 p.m.
	Registration	Sept. 4, 9.15 a.m.
	Letters	10 a.m.
	(Due Vancouver B. C. 19th Sept.)	
Foochow via Swatow	Chip Shing	Thurs., Sept. 4, 5 p.m.
Sandakan	Hinsang	Fri., Sept. 5, 10.30 a.m.
Wei Hai Wei via Swatow and Foochow	Kuichow	Fri., Sept. 5, 10.30 a.m.
Swatow, Amoy and Foochow	Haiyang	Fri., Sept. 5, 1 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island	Tanda	Fri., Sept. 5.
	Parcels	1.45 p.m.
	Registration	2.30 p.m.
	Letters	2.30 p.m.
	(Due Thursday Island 20th Sept.)	
Holhow, Pakhoi and Haiphong	Teau	Sat., Sept. 6, 8.30 a.m.
Rabaul	Bremerhaven	Sat., Sept. 6, Noon.
Amoy	Yuen Sang	Mon., Sept. 8, 5 p.m.
	(Subscribed Correspondence only)	



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August

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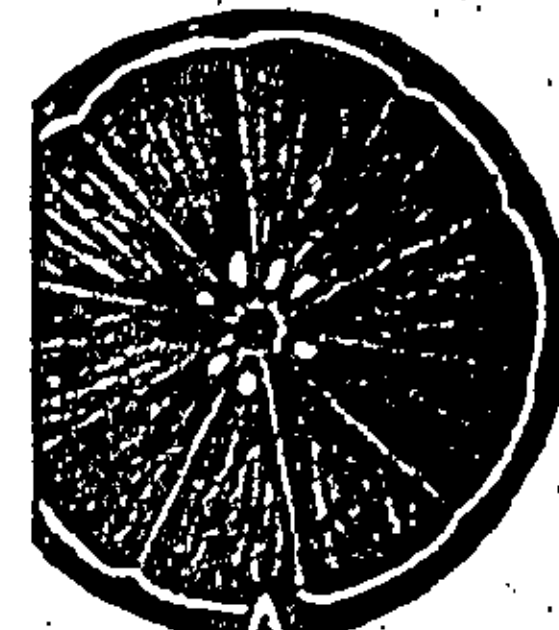
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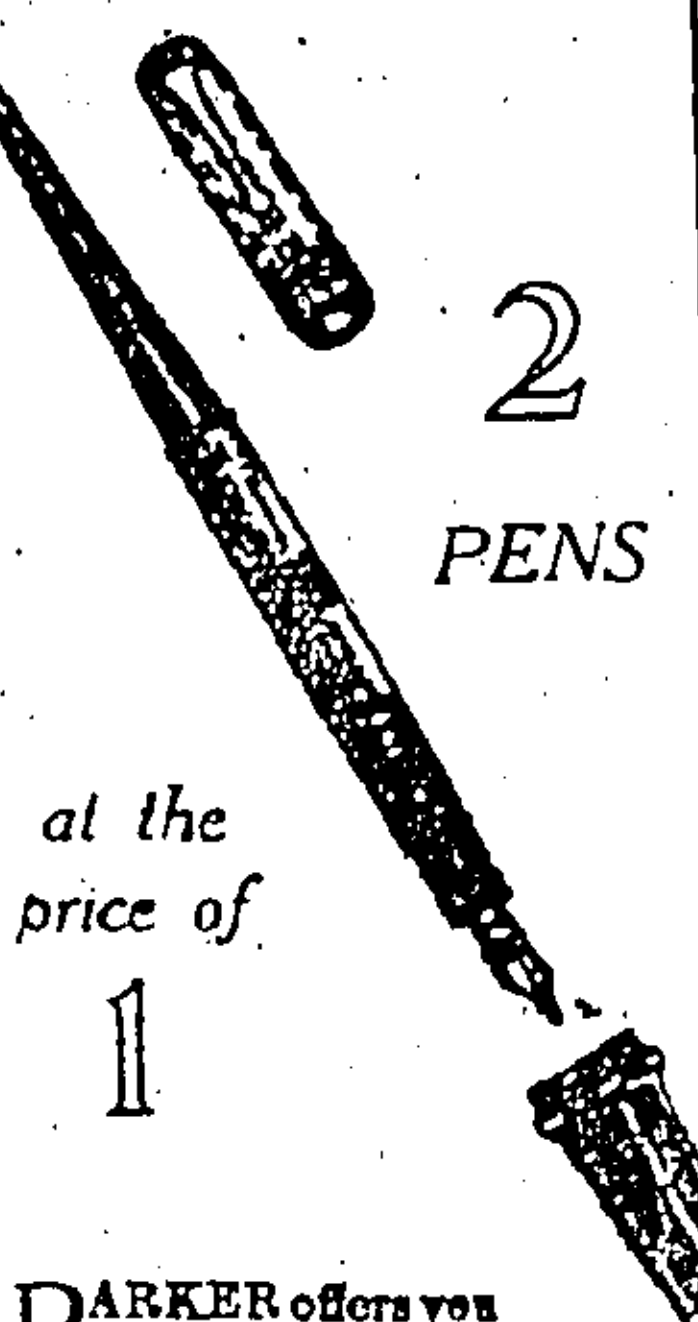
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With fruit salad during the hot days of summer it is delightful and you have not the worry of wondering whether the cream will be fresh.

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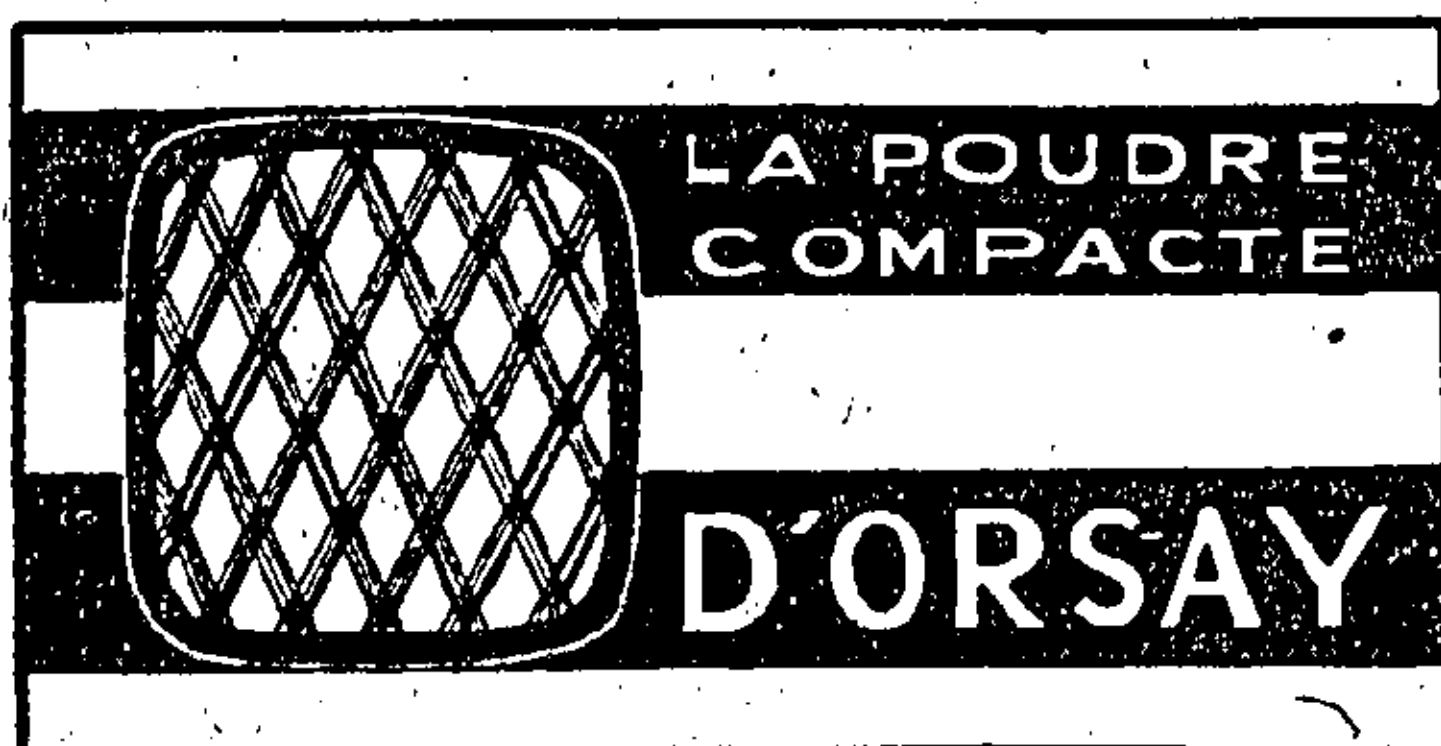
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I'M 94 TO-DAY

9775 SHEILA MCKAY
THE TRAIN THAT TAKES YOU HOME

9468 SAILING UP THE OLYDE
COME AND SEE THE BABY

9108 THE ENGINEER
Dr. MCGREGOR

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IN COMPACTS

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CINEMA NOTES.

STAGE DIRECTION OF FOX MOVIE-TONE.

A share of the credit for the success of "Such Men Are Dangerous," Fox Movietone all talking emotional drama which will open at the Queen's Theatre on Sunday, goes to Melville Burke who stage directed the production. Burke, who is rated among the foremost of New York stage directors, is a native of St. Louis, Mo., where he was educated before he entered Harvard from which he graduated with a degree of A. B.

After gaining much valuable experience as an actor, he decided to become a director and directed several stock companies in the mid-western stages before he went to New York, where he became prominent as stage director of such well remembered successes as "Excess Baggage," "Tonight at Twelve," "Episode," "Precious" and "The Husband Hunt" in which Grace George was the star.

On account of his Broadway success, Burke was signed to a Fox Movietone contract and when production started on "Such Men Are Dangerous" his hand was on the helm with that of Kenneth Hawks who directed the picture. The leading roles in Miss Elinor Glyn's first offering to the all-talking screen are portrayed by Warner Baxter of "In Old Arizona" fame, and Gale Sonderling who recently supported John Barrymore in "His Glorious Night." Other support includes such well known screen personalities as Albert Conti, Hedda Hopper, Claude Allister and Bela Lugosi.

"Gentlemen of the Press."

Walter Huston, dramatic artist, vaudeville entertainer and motion picture star, whose latest production, "Gentlemen of the Press," from the famous stage play by Ward Morehouse, will be shown at the Central Theatre to-morrow, was popular on the vaudeville stage for years as a singer of original songs.

Huston is one of the most versatile of the stage-trained artists to turn to talking moving pictures as the most satisfactory means of expressing his talent. His voice is perfect for microphone recording. In several short Paramount talking features, he sang some of his own songs. In "Gentlemen of the Press," an all-talking picture, he plays a straight, dramatic role.

Thompson Shows it Can Be Done.

There's no doubt about it. If you start out in a life as a chemistry professor, become a newspaperman, dramatic critic, and then write some of Broadway's biggest musical hits, you'll finally become a scenario writer. That's how Harlan Thompson did it, at least. As the author of "Little Jesse James" and "Twinkle, Twinkle," Thompson made a name for himself before deserting the stage for the screen. Since he has been with Fox Movietone he has written the dialogue for "The Ghost Talks" and the story, dialogue and lyrics of "Married in Hollywood."

The same brilliancy that has marked his former efforts is a feature of "The Big Party," John Blystone's latest production for Fox Movietone, for which Thompson wrote the story, continuity and dialogue, as well as the lyrics of several of its song numbers in collaboration with William Kernell.

"The Big Party," in which Sue Carol, Dixie Lee and Walter Catlett are the leads, is the present feature attraction at the Queen's Theatre.

According to a report made to the Police yesterday by Mr. A. Prissall, of the Asiatic Petroleum Company, someone stole six bundles of cloth patterns from Mr. W. A. Butterfield's office some time between 6 p.m. on Wednesday and 8 a.m. on Thursday. The value of the patterns was given as \$150.

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FRY'S
CARTET
CHOCOLATE

SIR CECIL CLEMENTI.

\$6,000. PORTRAIT GIVEN TO THE UNIVERSITY.

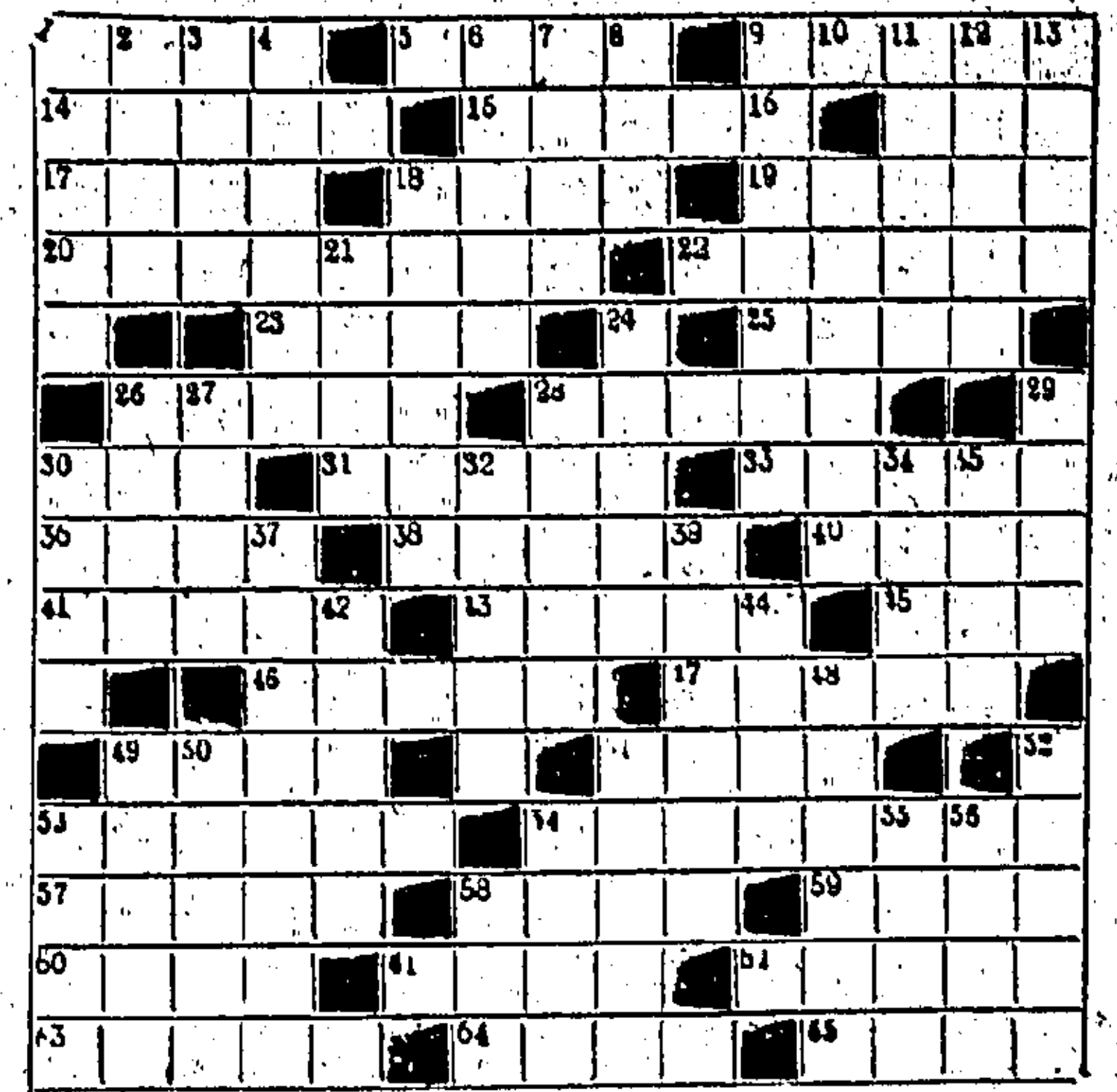
A portrait of Sir Cecil Clementi, K.C.M.G., former Governor of Hongkong, painted in Italy by a well known artist at the cost of \$6,000, has been given by local Chi-

nese to be hung in the Great Hall of the University.

The gift is designed to perpetuate the memory of Sir Cecil's distinguished service to the Chinese community and his untiring efforts to securing part of the British section of the Boxer Indemnity fund for the University.

Those who have seen the portrait declare that it is a striking picture of the former Governor.

OUR BRITISH CROSSWORDS.



Across

- Harvest.
- High cards.
- Plunder.
- Long for.
- Reverenced.
- Clear to the ground.
- Unless (Law).
- Make beer.
- Drizzle.
- Inside.
- Maker of stockings.
- Close.
- Pole.
- Ekas out.
- Made of wax.
- Roving implement.
- Devil.
- Work for.
- Slight fog.
- The populace.
- At the back.
- Bury.
- Prices.
- Part of the verb "to be."
- Two raised earth works.
- Before time.
- Tender.
- Part of the head.
- Discord.
- Piece of music.
- World of spirits.
- Confines.
- Grief.
- Above.
- Facts.
- Commodities.
- Curt.
- Relate.
- Stringed instrument.

Down

- Misanthrope.
- Part of harness.
- Kiln.
- Cleric.
- Yuletide hymn.
- Pitcher.
- Stitch.
- Captive.

11 Watering place.
12 Small island.
13 Sneer.
14 Prejudiced.
15 Sulks.
16 Marsh plant.
17 Large house.
18 Premier.
19 Once.
20 Females.
21 Part of the verb "to be"
22 Leave out.
23 Road repairing material.
24 Actual.
25 Change.
26 Small dogs.
27 Smudges.
28 Bands of rocks.
29 Satisfy.
30 Rent-roll.
31 Pole.
32 Law.
33 Pertaining to punishment.
34 Close.
35 Fired.
36 Situation.
37 Breezy.
38 Swift running animal.
39 Slap.

Yesterday's Solution.

SCRAPE SPASMS
A MARTIAL LEAD
CONCERN FLOUNCE
RECONTENTMENT C
TEMPEST VIOLE
DALE HAS TROY
DISCARLET OR
SPINZALASTY
COMPRESTLEAU
GLADLIEFOE
BIRDS GIMFOED
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SHIRKED PRELATE
MOVIEVATEAND
STEMPTS THEASH



Children thrive on this
pure rich Swiss Milk.

For me those who you can't see your children.
this reaches you in its original purity, and most
preserving its keeping properties and guaranteeing it
It is packed in sealed tins and sterilized, thus
building elements for which fresh milk is famous.

There is nothing finer for babies and young children
than "Bear Brand" Milk. It is pure rich cow's milk
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Is more than a mouth-wash—it
actually.

KILLS GERMS

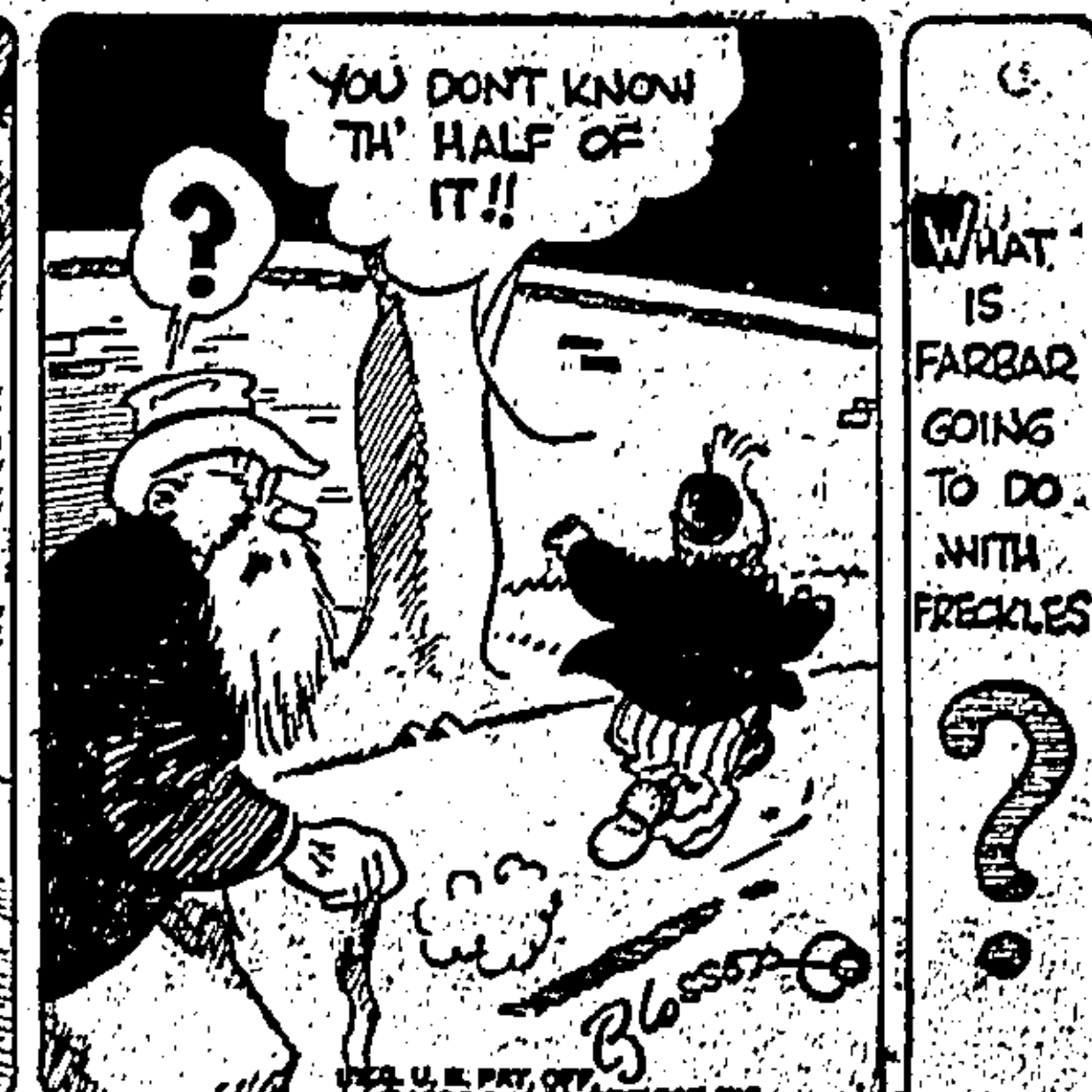
Dentaline is an Antiseptic Germicide
and Astringent.

Properly diluted it is delightful to
taste and refreshing to use.

THE PHARMACY

Asiatic Building. Tel. 20345. Queen's Road.

FRECKLES AND HIS FRIENDS



Hurry, Oscar!

By Blosser

COLGATE'S TALCUM POWDER

OVERSTOCK SALE
AT LOWER THAN COST!

Prices, per tin 25 cents
and 30 cents

A. S. WATSON & CO., LTD.

The Hongkong Dispensary,
Kowloon Dispensary.

NOW ON SALE

The New

August

Victor Records.

S. Moutrie & Co., Ltd.
CHATER ROAD.

COMPACT WARDROBES FOR GENTLEMEN.

These wardrobes are a man's necessity, combining a chest of drawers, dressing table, wardrobe etc. all in one.

Interiors fitted with trouser hangers, coat rod, boot rails, sliding trays for vests, shirts etc. drawers for handkerchiefs, socks, tie rail, mirror inside door.

No more untidiness, everything to hand. Prices very moderate and we make many different interiors.

INSPECTION INVITED

See Windows.

Lane, Crawford, Ltd.

NEVER BEFORE A STUDEBAKER

SO LOW IN PRICE!

1924 ... Light Six G\$1045
1925 ... Standard .. G\$1125
1926 G\$1145
1927 G\$1160
1928 Director Six G\$1195
1929 G\$ 995

AND NOW A NEW
STUDEBAKER SIX

1 o. b. Factory G\$895.1

—70 Horse-Power

—114" Wheel Base

—4-Wheel Duo-Servo Brakes

Ride in this new Studebaker
and know its Big Car Value!

The Hongkong & Shanghai
Hotels, Ltd.

DEATH.

SHAW.—At Home, on August 27th, 1930, G. M. Shaw, formerly of Hongkong.

The
Hongkong Telegraph.

SATURDAY, AUG. 30, 1930.

TRAFFIC MATTERS.

Two features of the Road Traffic Act, which has recently passed through the House of Commons, have received a great deal of notice, namely, the abolition of the speed-limit for motor-cars and the institution of compulsory third-party insurance. There are, however, many other features of this enactment which are deserving of equal attention, inasmuch as they have been framed with the idea of safeguarding pedestrians' rights and regulating public passenger services. The Act is recognised as one of the main legislative accomplishments of the past session, and now that it has been passed, it should be possible to bring into force many provisions which have hitherto been lacking in the law dealing with road traffic.

Let us outline some of the features of the Act which have not come into so much prominence as they deserve. The measure requires the Ministry of Transport to frame a "Road Code," endows the Ministry with wide powers, which should enable it to deal, amongst other matters, with the growing noise nuisance; and wisely limits the hours of drivers of public service vehicles (as buses, charabancs and the like are now to be called) and of goods lorries to a maximum of five at a stretch and a total of eleven in twenty-four. More far-reaching, however, is the division of the country into a dozen traffic areas, and the establishment of area traffic commissioners charged with the duty of controlling and regulating public passenger services and fares, and of eliminating wasteful competition with other forms of transport. The Act, however, gives municipalities rather wide powers in the matter of extending their services which will have the effect of making them relatively independent of the area commissioners. As a consequence, we read, there is a movement afoot among the large bus companies to amalgamate their services with

those of the municipalities within their areas. As a consequence it is suggested that ultimately the control of passenger road transport may fall into the hands of a composite body consisting of the railways, the Tilling and E.A.T. holding company and the municipalities, under the close supervision of the Ministry of Transport.

Opinion at Home seems to be that the transport problem of the future is going to centre round the question of cheap travel. The abnormal conditions of the past five or six years have given the public for the first time in history a taste of really cheap transport, and have led people to acquire the travel habit. They have, in addition, caused a greater dispersion of the population and an improvement in the average standard of housing through the development of remote areas for residential purposes. There is one point which has aroused some comment, namely, that the return to a transport monopoly, even a "controlled" monopoly, may pave the way to a tightening up of fares, and thus create a danger of people who have gone into the country to live being driven back into congested towns. For this reason, one of the suggestions now being put forward is that there should be some subsidy to the State-controlled transport monopolies, possibly based on taxation of the increased value of properties adjacent to the main omnibus routes. This is one of the matters which will most likely come before the Royal Commission on Transport. Whether it will be approved is another matter, but it is being increasingly felt that, however they are obtained, cheap travel facilities are essential to the health and mental alertness of the people.

The Big Ball Again.

To-day cricket will be overshadowed in England although there will be seven first class matches in progress. For the big ball will be trundled on to dozens of fields to mark the opening of the football season and the winter game will again take possession of the sporting element in the country. Football starts to-day with no innovations and few changes, yet there is no doubt that its spell will prove as potent, if not more so, than in previous years. During the past season there have been several transfers of costly players and there has been a general re-shuffling among the teams in order that last season's performances may be improved upon. The buying and selling of players still continues, but while football is a professional sport and while clubs are rendered sufficiently prosperous by their supporters to pay huge transfer fees, the practice will endure. During the close season, however, there has been a growing tendency to search round for local talent and the majority of clubs have signed on young players in the hope that their teams will be accordingly strengthened. That the present teams are not representative of the various towns and cities is an unfortunate fact, but there are slight indications that attempts are being made in some quarters to change this state of affairs. The ideal would be, of course, for the professional footballers to be representative of their towns as professional cricketers are representative of their counties, but the ideal is a long way from reality. It is a somewhat striking fact that attendance records were broken during the last football season, despite widespread industrial depression. The opening of the season to-day sees an even greater proportion of workless and it will be interesting to see next year what effect this has on the football season. The industrial situation may not in theory augur well for the success of the season, but we incline to the view that in practice it will have little if any adverse effect on the popularity from the spectator's viewpoint of England's national winter game.

DAY BY DAY

TWENTY PEOPLE CAN GAIN MONEY FOR ONE WHO CAN USE IT; AND THE QUESTION, FOR INDIVIDUAL AND FOR NATION, IS NEVER "HOW MUCH DO THEY MAKE?" BUT "TO WHAT PURPOSE DO THEY SPEND?"—Ruskin.

Mr. M. Q. Quist, the Consul-General for the Netherlands, held a reception this morning at the Consulate in honour of the birthday of Queen Wilhelmina.

His Excellency the Governor has accepted the resignation by Major Christopher Willson, O.B.E., V.D., of his Commission in the Hongkong Volunteer Defence Corps.

His Excellency the Governor has appointed Mr. H. K. Holmes, C.B.E., to be a Director of the Widow's and Orphans' Pensions, vice His Honour Sir Joseph Kemp, C.B.E., K.C.

It is notified that at the expiration of three months the Hongkong Wo Ping Amusements Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Submarine cable operations are to be carried out in the direction of Lighting Island about 5 to 15 miles from Hongkong. The work will commence on August 29th and will take about five days. The vessel employed will exhibit the regulations signals.

Messrs. A. S. Watson and Co., Ltd., advertise that on Monday, September 1st, all Departments will be closed. The Hongkong Dispensary, Dispensing Department, will be opened for dispensing prescriptions from 10 a.m. to 1 p.m. and from 5 p.m. to 7.30 p.m.

News has been received in the Colony that Miss Margaret Gladys Eccleshall has passed her preliminary examination at the Trinity College of Music, London. Miss Eccleshall who was a pupil of Mrs. Suiter of Hongkong, secured 94 marks, passing with honours. The examiner was Sir Granville Bantock, M.A., Mus. Doc., who, we understand, will visit Hongkong next year to conduct the next Trinity College Examinations here.

Orders at Canton and elsewhere forbidding the observation of Chinese Maiden's Day, which falls to-day, on the seventh day of the seventh moon, following a Nanking determination to eliminate all the superstitious festivals have not dimmed the enthusiasm of the Chinese in Canton or Hongkong. Large numbers of Chinese girls were shopping along Queen's Road Central and Lyndhurst Terrace last evening and throughout this morning, making preparations for banquets this evening, with ceremonial offerings to the daughter of the King of Heaven, whose beautiful romance with a cowboy forms the main theme in the legend.

TOPSY-TURVEYDOM

Law in Their Own Hands.

As a warder from Mountjoy Gaol was walking along Berkeley-road, Dublin, half-a-dozen men sprang on him and chained him to some railings, his chains being fastened with a padlock. A placard protesting against the gaol was pinned in his chest. A locksmith was soon fetched, and he filed through the chains.

Did They See the Humour?

Two labourers were severely stung by bees when working at Bovey Tracey. They were scattering gravel near some beehives, when one of them threw a shovelful against a hive. A swarm attacked them, and they were forced to seek safety, one in a lily pond, the other in a laurel bush, before being taken to a doctor for attention.

Nearly 700 tons of poisons are being kept in readiness in the Sudan for the next appearance of locusts.

"No Tommy Rot About It"

The will of Mr. Arthur Bond Yockney, late of the George Edwards theatrical company, reads—"I leave all to my sister Augusta, and no tommy rot about it."

Trans-Atlantic Toy Balloon.

A toy balloon sent up from Caterham, Surrey, on May 21st, has been returned from New York, 3000 miles away, where it was found on a roof. The sender was Miss Doris Robinson, of Caterham Hill.

The Biter Bit.

A snake charmer, exercising his art before a fascinated crowd at Tetuan (Morocco), became so excited himself that he bit one of the snakes. The snake thereupon bit the charmer, who was taken to hospital, where he died.

Wonderful Escape.

Going into the corridor of an express train when it was running at full speed through Arksey, near Doncaster, recently, a three-year-old London boy fell out on the line. The communication cord was pulled and after a search the child was found on the line, alive but suffering from severe injuries to the head, bruises and shock.

The Miracle.

Born blind, deaf, and dumb, and living more than 13 years without anything more than a faint glimmering of outside ideas, Cornelius Ferreira has had his sight given to him through a delicate operation in a Cape hospital.

Father Murders Children.

At Brive, in the Correze department, a peasant strangled and afterwards hanged two of his children in a barn. He then told his wife to get straw from the barn. Hardly had the mother found the

bodies of her two children when their father shot himself.

Men of Their Word.

When six prisoners broke out of prison at Nacogdoches, Texas, they left a note saying that they would be back again soon. They explained that they had left to attend to crops on their farms. Now they are all back in their cells, having returned to prison voluntarily.

Girls Fight For a Lover.

A modern version of the fight for Helen of Troy was told to Mr. Campion at Tower Bridge Court when two girls of 10 and 16 were before him. A constable said he saw them fighting like tiger cats. He understood the quarrel was about a young man. Each was fined 3s. 6d.

Found he Had Saved His Wife.

Mr. H. L. Hollam, of Rombord (Essex), while swimming 400 yards out at Horne Bay (Kent) heard a scream for help, and saw a woman's hand disappear. He dived and seized the woman by the hair. He found that she was his wife, whom he had left on the beach.

Relics of the Great Plague.

Twenty skeletons were found at Hitchin (Herts) during the widening of a stream bed. The bones were found in lime, suggesting burial during the Great Plague of 1664. All the skeletons' feet were pointing east. Some were 6 ft. 6 in. long. Clay tobacco pipes were by their sides. All are to be reburied in one large box.

A Leaf Worth Turning Over.

Looking over old books bequeathed to him by a friend a year ago, Mr. S. Cunningham, of Cloverdale, British Columbia, discovered that the pages of one of them consisted of 41 shares in a prosperous mining company. The shares are worth about £1,800.

Charter Discovery.

The Deputy Steward of the Manor of Prescott, Lancashire, has discovered in his office the original charter granted by Henry VI. in 1448. Under its provisions the Manor enjoys many privileges, one of which is freedom from arrest for any criminal who escapes to Prescott after committing crime, even murder. It also enables Prescott tradesmen to sell produce toll-free in Liverpool markets.

Dog Hero.

"Bing" the only dog who was decorated for his services in the World War with the American Army in France, was buried with full military honours at Dennison (Ohio). The animal possessed an extraordinary sense of smell, and often warned the American troops of the approach of poisonous gas. After the war it was awarded a pension of £12 a month by the United States Government.



The Fourth (or was it the Fifth)—"I'll love you forever."

TOTE' CLUB TO PAY BETTING TAX.**CLAIM AGAINST CROWN UNSUCCESSFUL.**

A claim against the Crown by the National Pari-Mutuel Association, Limited, of Green-street, Leicester-square, for repayment of betting tax amounting to £906, was unsuccessful in the King's Bench Division.

Mr. Roland Oliver, K.C., for the Association, said the case arose as the result of a decision of the House of Lords in March last year that a company which conducted a club using a Totalisator for gambling on horse racing was not liable to pay the betting duty.

The Association carried on a precisely similar business to that of the club in the House of Lords case.

They claimed return of the money on the ground that it was paid under a mistake of fact and not of law.

The Attorney General submitted that the plaintiffs were really book-makers. How could it be said that the transactions carried out at the club were not bets?

He agreed that under the decision of the House of Lords the betting was between the members themselves and not with the club, and that the members paid their money into the pool on the clear understanding that 3½ per cent. duty for betting would be deducted.

Mr. Justice Branson, giving judgment, said he had to decide whether this case fell within the category of a mistake of fact or of law.

It seemed to him clearly a mistake of law, for the reason that nobody had suggested that the rules were not carried out by the members and were not properly applied. Nothing had been omitted or overlooked.

The petition would be dismissed with costs.

HONGKONG PILOT SERVICE.

(Continued from Page 1.)

examination, and that every licensed pilot shall pay to the Harbour Master annually on or before the 1st day of January a fee of five dollars for the renewal of his licence.

If at any time subsequent to the granting of a pilot's licence, it shall appear to the Harbour Master that the photograph attached thereto fails to represent adequately the holder he may require the holder to produce two copies of a photograph which shall adequately represent him for attachment to the licence, and the holder shall thereupon comply with such requirement.

Every licensed pilot when plying for hire shall display at the masthead of his boat a flag six feet by four feet in dimensions, and of two colours, the upper horizontal half white and the lower horizontal half red and.

Shall obey the orders of the Harbour Master, or any person deputed by him, regarding the movement of vessels within the waters of the Colony.

Shall report to the Harbour Master any defect in any beacon or light or any alteration in the position of any harbour buoy;

Shall report in writing to the Harbour Master any casualty occurring to a vessel in his charge;

Shall carry a copy of the Pilots Ordinance and Regulations, and of the Hongkong Port Regulations, and shall produce the same if called for by the master of any ship which such pilot may board for the purpose of piloting it.

Every licensed pilot on boarding a ship for the purpose of piloting it shall inform the master that if he is carrying on board any dangerous goods as cargo the ship must be anchored in a Dangerous Goods Anchorage and that a red flag must be displayed.

When a licensed pilot is taken beyond the waters of the Colony, or beyond the point to which he has been engaged to pilot the ship, either without his consent or under circumstances of unavoidable necessity, he shall be entitled, over and above his pilotage dues, to maintenance and, in addition, to a sum of \$10 per diem.

WATER LEVELS.**ON WEST, NORTH AND EAST RIVERS.**

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	Aug. 28	Aug. 29
Shuihung	8.8	9.4
Taiyuen	5.5	5.8
Samshui	4.4	—
Shelung	3.6	3.4

The highest level on record are:—Shuihung, 41 feet; Taiyuen, 29.2 feet; Samshui, 27.3 feet; Shelung 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Shelung minus 2.7 feet.

FINE TO CLOUDY.

The weather forecast up to noon to-morrow is:—Light easterly, or variable winds; fine to cloudy.

LOCAL RADIO.**PROGRAMME FOR TO-DAY AND SUNDAY.**

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

7.00 p.m. European programme of H. M. V. records selected and supplied by Messrs. Moutrie and Co. The Barber of Seville.

Overture (Rossini) State Orch. Berlin. D1234.

The Journey's End (Hewett). The Deathless Army (Trotter). Peter Dawson-Bass Baritone. C1805.

Lilac Domino-Vocal Gems (Cavillier). Light Opera Co. 1705.

Nagasaki. Scattered Soap. Gracie Fields-Comedienne. 3081.

Jolly Fellows-Waltz. Amoureux-Waltz. International Novelty Orch. 1682.

The Sergeant's Song (Solist). The Mill Wheel.

A Word, Allow Me. (Leonovallio). A Song of Tender Memories. Peter Dawson-Bass Baritone. 1259.

At Dawning (Cadman). Shepherd's Lullaby (Hewitt). H. Rowland-Tims-Organist. 3021.

Geranium. Half-past Nine. Nellie Wallace-Comedienne. 2906.

Huldigungs March (Wagner). The Yeoman's Wedding (Poniatowski).

London Symphony Orchestra. 1271.

Out of the Night (Lidgely). Percy Heming-Baritone. 437.

Mignon-Overture (Thomas). Chicago Symphony Orchestra. 6650.

Moscow (Evans). This is Heaven. Gracie Fields-Comedienne. 3244.

Dance Macabre (Saint-Saens). Philadelphia Symphony Orch. 6595.

9.00 p.m. Weather report and Local Time. Father O'Flynn. Glorious Devon.

Marche Slave (Tschakowsky). Philadelphia Symphony Orchestra. 6513.

Thoughts of You. That's how I feel about You. Sweetheart.

Gracie Fields Comedienne. 3176.

Albion Shot Command Searchlight. Tattoo (Meyerbeer)-Massed Band of the Aldershot Command.

Dance Programme. 9.30 p.m. Extra. Waltz.

"Old New England Moon." 1. Foxtrot.

"My first Love, My last Love." 2. Foxtrot.

"Mysterious Moe." 3. Blues.

"Slippin' The Bass." 4. Foxtrot.

"St. Louis Blues." 5. Foxtrot.

"Kitty from Kansas City." 6. Foxtrot.

"If I had a Girl like You." 7. Foxtrot.

"I Love you so much." 8. Foxtrot.

"Dancing the Devil Away." 9. Blues.

"The Kiss Waltz." 10. Foxtrot.

"Thank you Father." 11. Foxtrot.

"Good for You-Bad for Me." 12. Waltz.

"I don't need Atmosphere." 13. Waltz.

"Home is heaven-Heaven is Home." 14. Waltz.

"To my Mammy." 15. Foxtrot.

"Collegiate Love." 16. Foxtrot.

"Around the corner." 17. Foxtrot.

"Bye Bye Blues." 18. Foxtrot.

"Rollin' down the River." 19. Foxtrot.

"Mia Cara." 20. Waltz.

"Alone with my Dreams." 21. Waltz.

"Lazy Louisiana Moon." 22. Waltz.

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SALE



AT
SINCERE'S
IS THE GREATEST SALE
OF THEM ALL
NOW ON
BARGAINS
AT EVERY
DEPARTMENT

THE SINCERE CO., LTD.
THE HONG KONG EMPORIUM.

C.R.C. OVERWHELMED.

OUTCLASSED BY V.R.C. IN
ONE-SIDED GAME.

Piling on one goal after another with regular monotony, the V.R.C. left the Chinese Bathing Club "standing" in last night's water-polo fixture, which was devoid of interest. Rosa Pereira had rattled a hot one into the net almost before the sound of the opening whistle had died away, and the game thereafter was only a succession of goals. At half time the V.R.C. had put eight on the board, and easing up after the interval, left the water winners by 14 goals to one. The Chinese goal came from a shot from the half-way line which Leung Shui-man attempted. Silva Netto in goal misjudged the ball, and it just rolled behind the line. The men who played were:

V.R.C.—Silva Netto, Soares, Remedios, Stewart, Laing, Gittins, C. Rosa Pereira.

C.B.C.—Leung Shui-man, C. C. Chu, W. Y. Leung, C. C. Chan, C. Y. Chan, S. T. Leung, L. H. Lai.

Lieut. Howard was referee. The goalkeepers for V.R.C. were—C. Rosa Pereira (7), Laing (4) and Gittins (3).

Governor's Patronage.
It is practically certain that His Excellency the Governor (Sir William Peel) will attend the V.R.C. night fete on September 6, when the first batch of Colony championships will be decided. Sir William is patron of the club, and this will be his first attendance at a night fete since his arrival.

Entries for the events on that night close with the secretary (Mr. James Stewart) to-morrow at 6 p.m.

THE HONG DOUBLES.

TWO MATCHES PLAYED OFF
YESTERDAY.

Two matches were decided in the Hong Tennis Doubles last evening, thus bringing the tournament down to five pairs. There are four players who have yet to meet to qualify for the semi-final round.

Yesterday, G. S. Rodger and V. R. Gordon beat C. S. Howard and R. C. Strachey 6-2, 6-4; and A. C. I. Bowker and C. E. Holmes beat G. R. More and J. MacFarlane 6-0, 6-1.

JAPANESE AIRMAN'S
LONG FLIGHT.COMPLETE JOURNEY FROM
BERLIN TO JAPAN.

Tokyo, Aug. 29.
The Japanese aviator Yoshihara, who left Berlin on August 20 on a Japanese-German goodwill flight under the auspices of the *Hochi Shimbun*, arrived at Osaka from Seoul at 5.10 p.m. to-day. He is due at Tokyo to-morrow (Saturday) morning.—*Reuter*.

OBITUARY.

DEATH OF MR. G. M. SHAW
AT HOME.

It will be learned with wide-spread regret that the death took place at Home, on Wednesday, of Mr. G. M. Shaw, who was for so many years Works Manager of the China Sugar Refinery, at East Point.

A telegram was received to this effect yesterday, and much sympathy will be extended to Mr. J. K. Shaw, of Messrs. Jardine, Matheson and Co., Ltd., in the loss of his father.

The late Mr. Shaw had been connected with the China Sugar Refinery for a great many years. He left for Home on retirement at the beginning of 1928, taking with him the good wishes of a wide circle of friends.

He was a prominent member of the Scottish community and had served for some years on the Committee of St. Andrew's Society, taking a special interest in the Card Room arrangements at the annual Ball. In 1918 and 1919 he was prominently identified with the organisation of the "Heather Day" fairs held on behalf of War Charities. Three years ago he was Vice President of the Hongkong Football Association, having taken a life-long interest in the sport.

POLITICAL PACT?

A LIBERAL-LABOUR
CONFERENCE.

London, Aug. 29.
Politicians are again stirred by rumours of a Liberal-Labour pact. Even the city has been fluttered, stocks jumping on the suggestion that the new combination might result in Mr. Snowden's resignation.

The rumours are based on the fact that a conference was held on August 27 between Mr. MacDonald, Mr. Lloyd George and several Labour Ministers, including Mr. Snowden, on the subject of unemployment, but it is emphatically denied to-day that there was any question of the establishment of a formal coalition.

It is, however, admitted that both parties are tending towards an agreement which will help the unemployment situation in the autumn, and give greater stability to the Government while the Imperial Conference and Indian Round Table Conference are being held.—*Reuter*.

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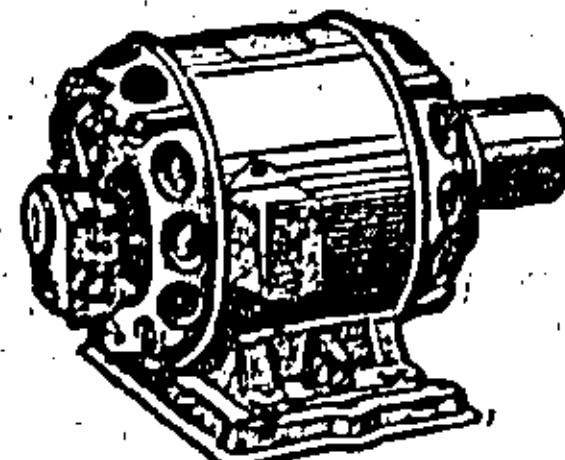
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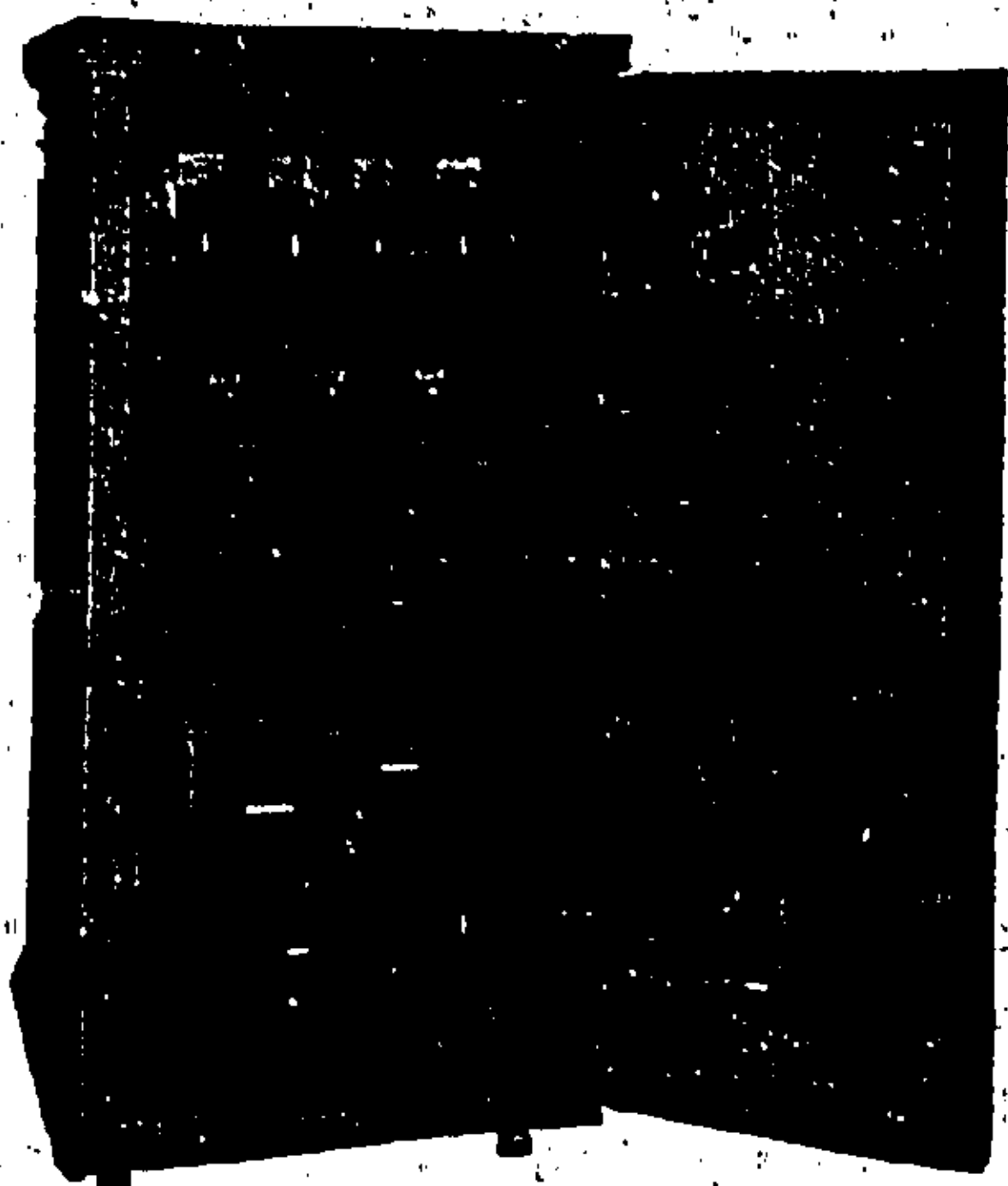
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LONDON, MARSEILLES, ANTWERP & ROTTERDAM via
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Katori Maru ... Saturday, 6th Sept.
Kashima Maru ... Saturday, 20th Sept.

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Atsuta Maru ... Tuesday, 23rd Sept.
Aki Maru ... Tuesday, 21st Oct.

BOMBAY via Singapore, Penang & Colombo.
Kaga Maru ... Thursday, 11th Sept.
Malacca Maru ... Saturday, 27th Sept.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles, Mexico & Panama.
Heiyo Maru ... Saturday, 30th Sept.

SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Kawachi Maru ... Tuesday, 9th Sept.

NEW YORK, BOSTON via Panama.
Kuma Maru ... Monday, 1st Sept.

KIVERTON via Port Said, Constantinople,
Genoa & Marseilles.
Lyons Maru ... Tuesday, 16th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
Hakodate Maru ... Monday, 8th Sept.

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Muroan Maru ... Sunday, 31st Sept.
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SPHINX.....	16th Sept.	G. METZINGER.....	1st Sept.
G. METZINGER.....	30th Sept.	ANDRE LEBON.....	15th Sept.
ANDRE LEBON.....	14th Oct.	PORTHOS.....	29th Sept.
PORTHOS.....	28th Oct.	CHENONCEAUX.....	13th Oct.
CHENONCEAUX.....	11th Nov.	ATHOS II.....	27th Oct.
ATHOS II.....	25th Nov.	D'ARTAGNAN.....	11th Nov.
D'ARTAGNAN.....	9th Dec.	ANGERS.....	25th Nov.
ANGERS.....	23rd Dec.	SPHINX.....	9th Dec.

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THE LOK MA CHAU TRAGEDY.

(Continued from Page 10.)

came off river patrol and warn
him.

While going along a path cutting
through the native village, he heard
a shot, followed by two others fired
in quick succession. A bullet
whistled over his head.

This was about 6.15 p.m.
Throwing himself to the ground,
witness looked up at the Station
and saw a figure half-concealed be-
hind a pillar on the first floor
verandah. A gun was pointed in
his direction.

Witness proceeded to the river
and warned the European Sergeant
as he came ashore.

Inquiry Concluding.

Inspector Brennan, in charge of
the Northern Territories, said that
on the receipt of a report over
the telephone, he proceeded from
his Station at Autau at 5.45 p.m.
with Sergeant Hastings. Over the
telephone he had sent instructions
to Tai-po Station for the force there
to stand by, armed with 80 rounds
of ammunition apiece.

Witness also had with him when
he set out from Autau, an Indian
Crown Sergeant and three Indians.
The A.S.P. in charge of the
Northern Territories (Mr. W. La
Bart Sparrow) and Sergeant
Madgwick also arrived at that
moment and were included in the
party which afterwards set out
in two motor vehicles to Lok Ma
Chau.

In addition to arms, the party
were equipped with torches, an ap-
paratus for sending up Verey
lights, and first-aid dressings. At
6.45 p.m. they arrived at Lok Ma
Chau.

At this point, the Coroner ad-
journing further proceedings until
next Wednesday. He asked Mr.
King as to the other witnesses to
be called.

Mr. King replied that he would
be calling the A.S.P. (Mr. Sparrow)
to speak on an interview Mr.
Sparrow had with Dalip Singh; and
also Mr. Burlingham on a second
interview the latter had with the
Indian. There would also be Mr.
T. Murphy, who would speak on
the finding of empty cartridges in
the Station, and the Police
Armourer who would prove that at
least 16 cartridges were fired by

THE EXTRALITY QUESTION.

SINO-BRITISH PARLEY
TO RESUME.

Nanking, Aug. 29.

Dr. C. T. Wang, the Foreign
Minister, stated this morning
that the British Minister (Sir Miles
Lampson) is due at Nanking on
September 8 for the resumption
of extraterritoriality negotiations.

He also stated that the French
Minister, M. Wilden, had been
requested to leave for Nanking at
an early date for the same pur-
pose.

Mr. C. C. Wu, the Chinese
Minister to Washington, is leaving
for Europe to-day, and upon his
return to Washington, at the end
of September, he will take up the
question of extraterritoriality with the
American Government.

The Foreign Office has ad-
dressed another Note to Sir Miles
Lampson, urging that action be
taken against Mr. Lenox Simpson,
who has taken charge of the
Tientsin Customs.

The Foreign Minister has also
urged the removal of the Lega-
tions from Peking to Nanking,
stating that their maintenance at
Peking has directly influenced the
war situation and has encouraged
the Northerners in their efforts to
establish a separate Government.

Retrosession of Amoy.

Peking, Aug. 29.

It is understood that Sir Miles
Lampson, while in Nanking, will
negotiate regarding the retroses-
sion of the British Concession at
Amoy, which is very small and
has very few foreigners residing
there. The retrosession will not
affect the International Settlement
there.

The British authorities state,
regarding the reports, that the re-
trocession of Weihaiwei may be
postponed owing to the unsettled
conditions in China, that a pos-
tponement is very unlikely, and will
not occur unless something most
unforeseen happens.—Reuter.

Dalip Singh.

In reply to a query from the
Coroner, Mr. King said he anti-
cipated that the evidence to be
given by the remaining witnesses
would conclude with two more af-
ternoon sittings of the Court, if not
one.

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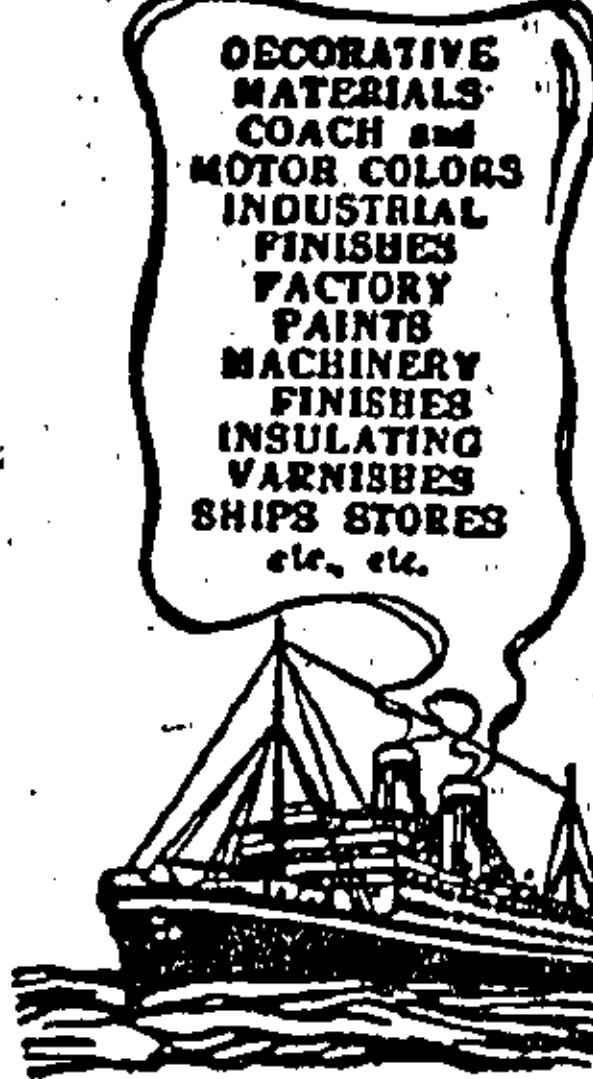
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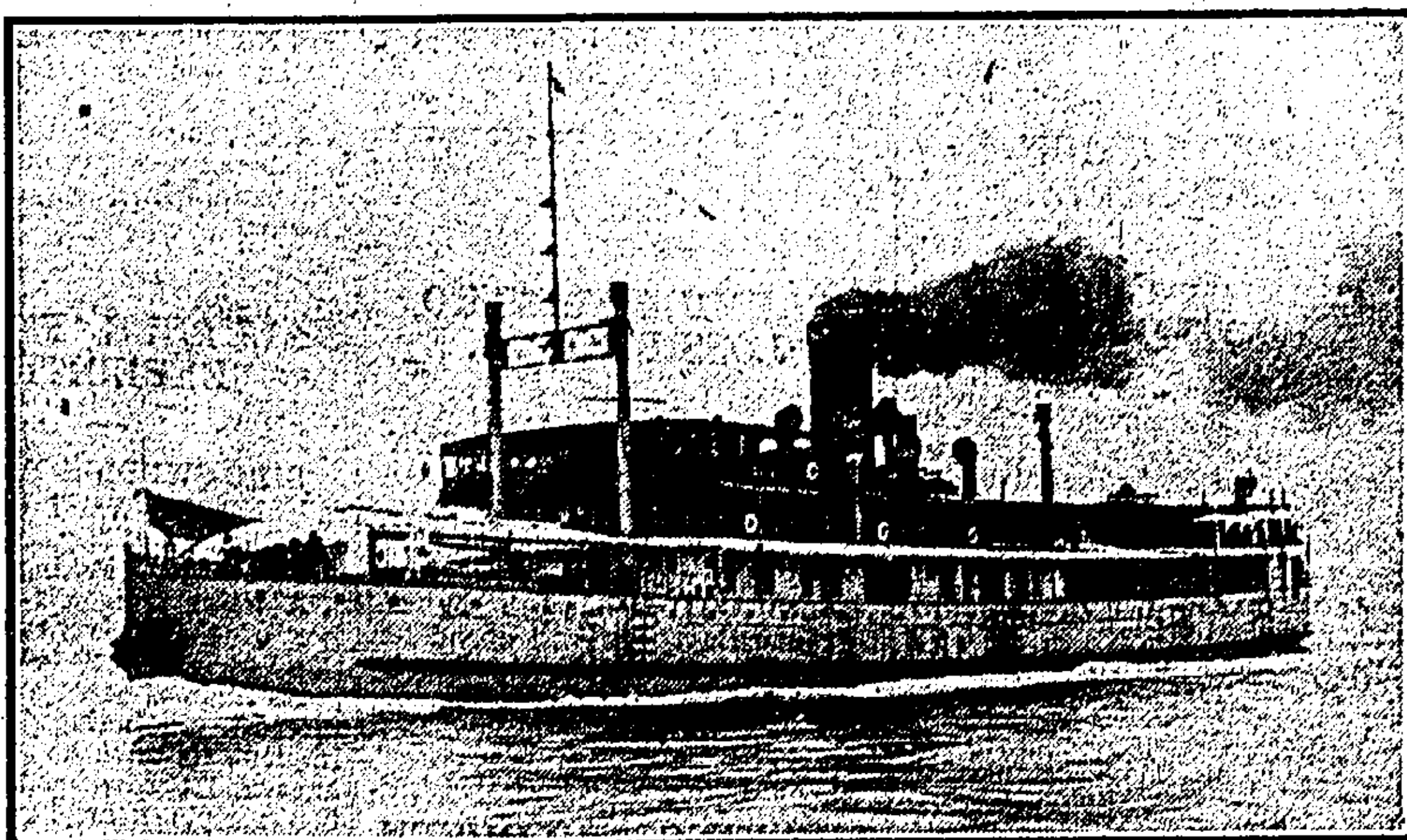


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The Cargo will be ready for delivery
from Godown on and after 28th
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Optional cargo will not be landed
here, unless notice has been given
prior to steamer's arrival but carried
on from port to port to the final port
of call to which the option extends.

All broken, chafed, and damaged
goods are to be left in the Godowns,
where they will be examined on any
Tuesdays and Fridays between the
hours of 10.45 a.m. and noon within
the free storage period.

No claims will be admitted after the
Goods have left the steamer's Godown,
and all Goods remaining undelivered
after the 3rd September will be sub-
ject to rent.

All Claims against the Steamer
must be presented to the undersigned
on or before the 17th September, or
they will not be recognised.

No Fire Insurance will be effected.

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Hongkong, 28th August, 1930.

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*ALIPPORE	5,273	17th Sept.	Straits, Colombo & B'bay
*KASHGAR	9,005	27th Sept.	Marseilles, L'don, Hull, Rotterdam & Antwerp
MALWA	10,980	11th Oct.	Marseilles & L'don
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STEAMER	Tons	11th Sept.	S'pore, Penang & Calcutta
TALMA	10,000	11th Sept.	S'pore, Penang & Calcutta
SHIRALA	7,841	17th Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	30th Sept.	S'pore, Penang & Calcutta
TALAWA	10,006	16th Oct.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st
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EASTERN & AUSTRALIAN SAILINGS (South)

STEAMER	Tons	5th Sept.	Manila, Thurs. Island,
*TANDA	6,956	5th Sept.	Manila, Thurs. Island,
ST. ALBANS	4,500	3rd Oct.	Townsville, B'hane
NELORE	6,853	31st Oct.	Sydney and Melbourne
*Will Call Sandakan & Zamboanga.			

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TAKADA	6,949	7th Sept.	Amoy, Moji, Kobe, Yoko & Osaka
ST. ALBANS	4,500	9th Sept.	Moji, Kobe, Osaka & Yoko
MALWA	10,980	12th Sept.	S'hai, Moji, Kobe & Yoko
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TAIPING	September 22nd	September 22nd	September 22nd	October 22nd
CHANGTE	October 14th	October 14th	October 14th	November 9th
CHANGTE	November 14th	November 14th	November 14th	December 9th
CHANGTE	December 14th	December 14th	December 14th	January 7th

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PACIFIC FLIGHT DELAYED.

TAKE-OFF FAILS OWING TO WEIGHT OF PETROL.

ATTEMPT AT DAWN.

Kasumigaura, Aug. 30.
Harold Bromley attempted to hop off at dawn to-day on his attempt of a non-stop Pacific flight to Tacoma, but he was unsuccessful in his take-off, because of the weight of gasoline.—*Reuter*.

A message to hand last evening from Tokyo stated:
Tokyo, Aug. 29.
Shifting air currents, promising a tail wind, for which the aviators have waited a week, have led to the Americans, Harold Bromley (navigator) and Harold Gatty announcing that they intend to hop off from Kasumigaura naval air base at dawn to-morrow, in their attempt at a non-stop trans-Pacific flight to Tacoma.

Late this afternoon the big orange monoplane "City of Tacoma" was wheeled out, and loaded eleven hundred gallons of fuel, estimated to be sufficient for fifty hours, or more than 4,800 miles.—*Reuter*.

CURTAILING RACING STABLE.

LORD DERBY AFFECTED BY HIGH TAXATION.

London, Aug. 29.

The newspapers state that Lord Derby, one of the pillars of the British Turf, is to make immediately large reductions in his racing establishment. It is understood he will retire his famous sires which include Fairway Pharos, Phalaris, Bosworth and Sansovino, which won the Derby for him several years ago.

He will not part with his younger brood mares. The cream of the stable will be kept, but the rest will come under the hammer at Newmarket in October or December.

This drastic economy in his racing interest is stated to have been forced on Lord Derby by high taxation.—*British Wireless*.

AMERICAN BASEBALL RESULTS.

BROOKLYN DEFEATED BY NEW YORK.

New York, Aug. 29.

The following are the results of the baseball matches played in the National and American Leagues to-day:

National.	
New York	3
Philadelphia	8
Chicago	9
St. Louis	9
Cleveland	0

—*Reuter's American Service*.

U.S. MIXED DOUBLES SEMI-FINALS.

BETTY NUTHALL & PARTNER DEFEATED.

Brookline, Aug. 29.
In the Mixed Doubles semi-final of the American Championships, Miss Marjorie Morrill and Francis Shields beat Miss Betty Nuthall and G. M. Lott 6/2, 6/4.

In the other semi-final, Miss Edith Cross and W. F. Allison beat Mrs. Dallas Corbiere and F. Mercur 6/3, 6/4.—*Reuter's American Service*.

NO REVOLUTION IN ARGENTINE.

AMPLE SUPPORT FOR THE GOVERNMENT.

Buenos Aires, Aug. 29.
Reports of an impending Revolution which were freely circulated yesterday did not materialise.

It is now stated that there is no indication of any political body or detachment of the Army joining any insurrection. The Army, Navy and public opinion are securely behind the Government.—*Reuter*.

HEJAZ MINISTER.

RECEIVED BY SECRETARY OF STATE.

London, Aug. 29.
Among those who called at the Foreign Office and were received by the Secretary of State this afternoon was Sheikh Hafiz Wahba, the first Minister of Hejaz and Nejd to be accredited to the Court of Saint James.—*British Wireless*.

AMLINGER AFFAIR DENIALS.

A RUSSO-GERMAN RUMOUR REVIVED.

BERLIN STATEMENTS.

Berlin, Aug. 29.

In connexion with the Amlinger affair, the Ministry of Defence has issued statements saying that Captain Amlinger left the service a year ago and had not since been connected with the Reichswehr and had not received any instructions from any Department of the Reichswehr to go to Russia.

The affair has renewed the rumour, which has been officially denied, that General Heyes' resignation as Commander-in-Chief of the Reichswehr was due to intrigues by other Generals who favour close military co-operation between Germany and Russia.—*Reuter*.

An earlier message dealing with the affair stated:

London, Aug. 29.
The sensational suicide of Frau Elfriede Amlinger, by leaping from an aeroplane on the way to Erfurt from Frankfurt, on which she was a passenger, is likely to lead to a political scandal in Germany, with a repercussion in France.

She left a letter in her handbag indicating that her suicide was due to grief at the loss of her husband, who was reported to have been killed in a horse race, but was really a victim of an air crash in Russia, where he was employed by the Soviet Government as a training pilot.

The question of the relations between German army chiefs and the Soviet is now agitating political circles in Germany.

It is reported from Paris that the newspapers suggest that Captain Amlinger was not merely seconded for service in Russia but also belonged to a German detachment which the Reichswehr formed in Russia in order to evade the provisions of the Treaty of Versailles, prohibiting the formation of a German air force. *Le Journal* says that Amlinger was killed while trying a new type of chaser monoplane capable of dropping its main petrol tank if closely pursued, and climbing very speedily on a small reserve tank.—*Reuter*.

CHINESE INSPECTORS WANTED.

GOVERNMENT AND ANTI-MALARIAL WORK.

In connexion with the Government's anti-malarial work, four Chinese probationer inspectors are required for training in anti-malarial work and knowledge of mosquitoes under the Government Malarialogist.

Candidates are required to have a good general English education and to have passed the Junior Local Examination. Candidates are required to be between 20 and 25 years of age and are offered a salary of \$480 yearly rising by annual increments to \$1,800 subject to efficiency bars. Uniform will be provided.

Applications with copies of testimonials as to character and certificates of education are to be forwarded to the Government Malarialogist, at the Bacteriological Institute, Caine Road.

SHANGHAI SWIMMING CHAMPION.

C. N. BROWN WINS THE 220 YARDS EVENT.

Shanghai, Aug. 30.
Last night C. N. Brown won the 220 yards free style Shanghai swimming championship in 2 mins. 52 2/5 seconds. Concoff won the long plunge with 74 feet. 6 inches. The events were on the programme at the Rowing Club Gala.—*Our Own Correspondent*.

PREMIER FLIES TO LOSSIEMOUTH.

REMAINING ANOTHER TEN DAYS.

London, Aug. 29.
The Premier returned from London to Lossiemouth by air this morning. He will spend ten more days on holiday at Lossiemouth before returning to London.—*British Wireless*.

THE KING AND QUEEN.

VISIT TO GLAMIS CASTLE ON TUESDAY.

London, Aug. 29.
Final arrangements are now being made for the visit of the King and Queen to Glamis Castle to see the new-born Princess on Tuesday next.—*British Wireless*.

DUTCH AIR PILOT STRIKE.

ACCIDENT PROVISION SAID TO BE INADEQUATE.

SALARY DISPUTE.

Amsterdam, Aug. 29.

The air pilots of the Royal Dutch Air Line who are on strike, numbering seventeen, who are dissatisfied with the arrangements for the resumption of regular air services to the Dutch East Indies, declare that their pay is inadequate, and that the Company has not provided satisfactorily for relative in case of death or accident whilst en route.

The Company declares that the salaries offered to the pilots on the Dutch East Indies route are 55 per cent. above the salaries paid on European routes.

On the other hand, the strikers say that the salaries they demand are 10 per cent. under the salaries of European pilots of the Lufthansa Company.—*Reuter*.

An earlier message giving first news of the strike stated:

Amsterdam, Aug. 29.
The pilots of the Royal Dutch Air Line are striking for higher wages and better conditions, and all the services are held up. All the planes abroad are returning to-day.

The immediate cause of the strike is the dismissal of the pilot Van Dyk, who acted as second pilot to Kingsford Smith on his recent trans-Atlantic flight. Van Dyk was detailed for a Dutch Flight to India on September 25, but refused to accept the conditions, which were the same as those for air mail flights to Java. All the pilots have accordingly struck.—*Reuter*.

STARTLING CHINA REPORTS.

(Continued from Page 1.)

Manchurian move at Peking and considers that the mobilisation merely indicates the Shansi determination to give up Peking and withdraw to Shansi Province, to save their Army.

Peace Conference?

It would seem from the Nanking interpretation of the Manchurian mobilisation that the action may precipitate an early termination of the civil war by a peace conference to be arranged after the Manchurian occupation of Peking and Tientsin. For some time there has been talk in political circles that when the Shansi commanders desired to give up the war, the likelihood was that they would hand over the control of Peking and Tientsin to the Manchurian Army rather than permit a Nationalist occupation.

A telephone message from Peitaiho says that General Chang Hsueh-liang is reticent regarding the Manchurian mobilisation. Traffic on the Peking-Mukden Railway has been restored, but General Chang Hsueh-liang has not indicated his intention to return to the Manchurian capital.

The Peitaiho Visit.

Peking, Aug. 29.
In his weekly press interview, Chu Ao-hsiang stated that a telegram had been received yesterday from Feng Yu-hsiang from his headquarters at Lanfeng, thus proving that the Nanking claims to the capture of Lanfeng were erroneous.

Representatives of Yen and Feng returned from Peitaiho last night and go to Taiyuanfu this evening. They express themselves as most satisfied with their interviews with Chang Hsueh-liang, who, they state, is sympathetic towards the Northern Government.

Chu Ao-hsiang declared that after three days at Taiyuan, they would return to Peking, after which the new Government would be established immediately.—*Reuter*.

VALUABLE FINDS BY EXPEDITION.

SINO-SWEDISH PARTY IN NORTH-WEST CHINA.

Peking, Aug. 29.
A letter from a Chinese member of the Sino-Swedish expedition at present in Kansu, reports finds of great archaeological interest, including Stone Age implements such as stone swords, axes and arrow heads, also bamboo scripts nearly two thousand years old.

Geological experts in the party have also gathered very important data concerning the Holangshan mountain range and the coast of an ancient sea at Chuyen. The party intends going on to Sinkiang. The expedition at first was headed by Dr. Sven Hedin, but he at present is not with the party.—*Reuter*.

The BIG PARK



Whoopie is some business—what a business! Especially when three honey sweet dearies who model for their livings, become involved in the night life of the bright lights.

This Movietone melodrama is presented by William Fox

with

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DIXIE LEE

WALTER CATLETT

FRANK ALBERTSON

RICHARD KEENE

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NEWSREEL

COMEDY

FOX MOVIE TONE

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"ETERNAL LOVE"

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THE CHINESE DRAMA
"The LEGENDARY VIXEN"

AT THE **WORLD**

Final Showings To-day
At 2.30, 5.15, 7.15 & 9.20

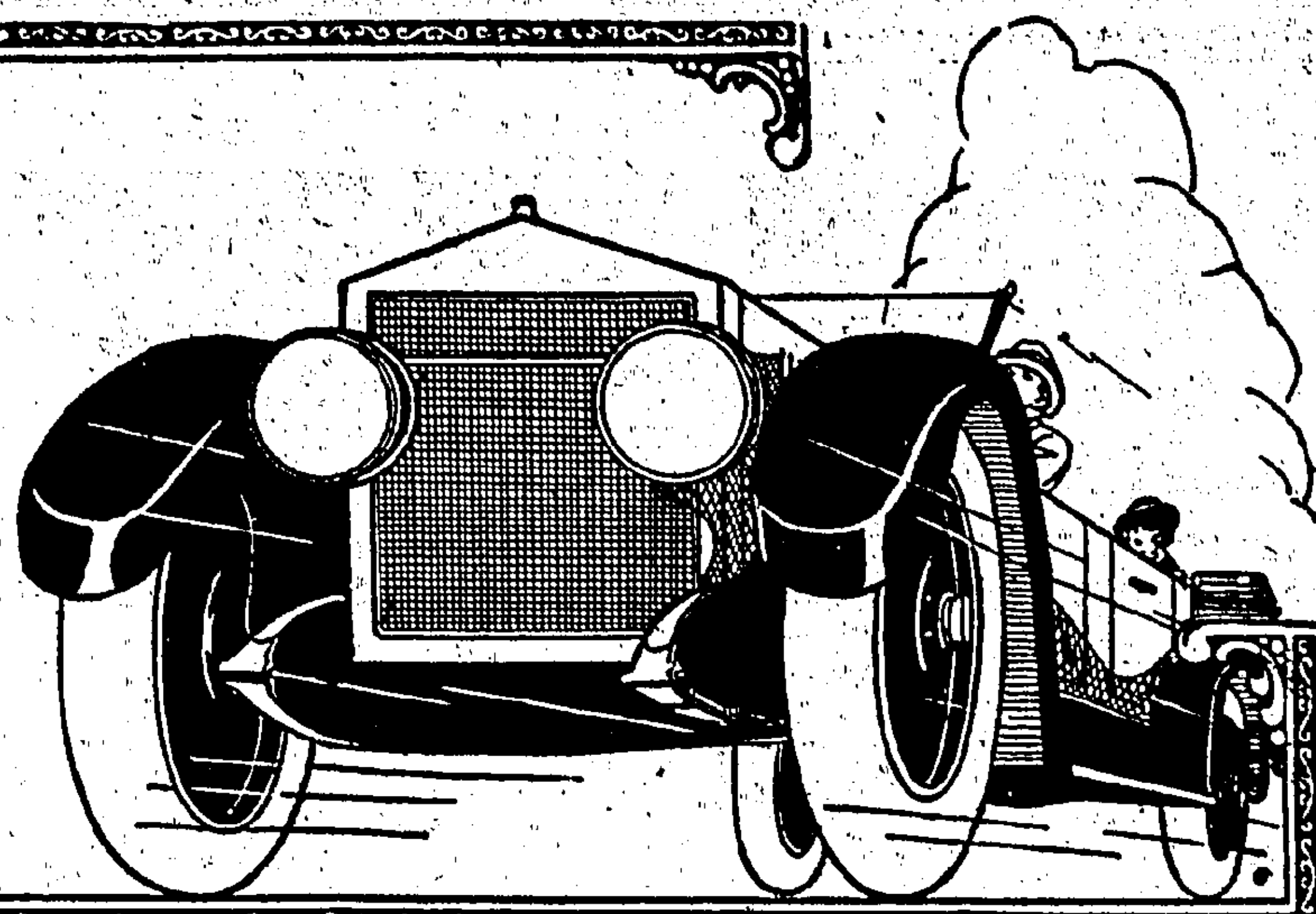
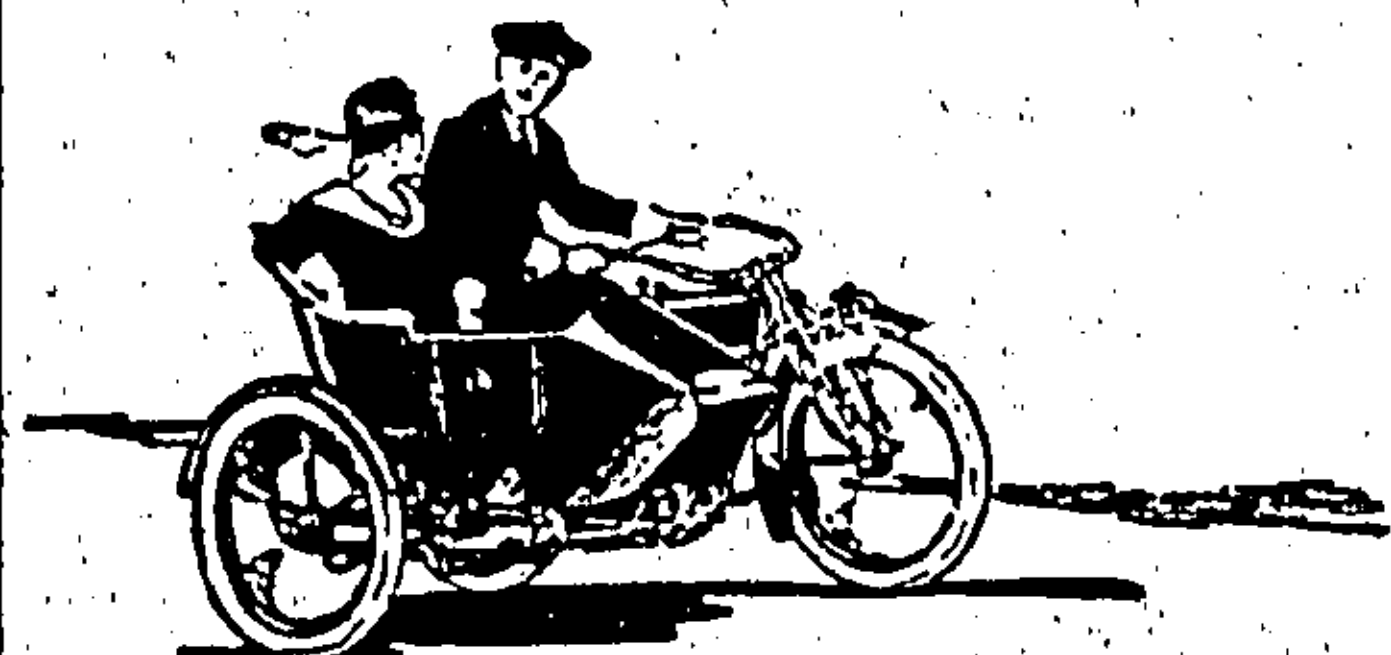
QUEEN'S NEXT CHANGE

ELINOR GLYN'S SENSATION
"SUCH MEN ARE DANGEROUS"

with WARNER BAXTER
AN ULTRA-SOPHISTICATED TALKIE

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 30th. AUGUST, 1930.
Being The Official Organ of
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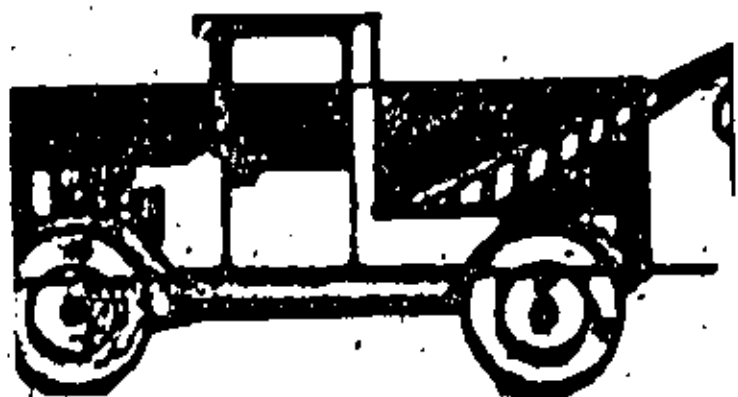
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Arabian Sand, Dawn Grey, Niagara
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CURRENT COMMENT

Signs Wanted.

As there is much vagueness amongst motorists generally concerning the locality and area of parking spaces for private vehicles, it would be most useful if signs could be erected denoting actual parking areas.

Good Progress.

Work on the new motor road from the top of Garden Road along Bowen Road, by the filter bed, and thence via old Magazine Gap Road, and on to May Road Station, is proceeding apace, and a walk along the route reveals the general scheme. A very great improvement will have been effected when this work is completed, and it is to be expected that the second portion carrying the motor thoroughfare along May Road by the L.H.C. and Queen's Gardens, finally linking up with Conduit Road, will also be put in hand in the not far distant future.

Peak Motor Roads.

The work of building new motor roads on the Peak is to be commended, and it should not be long now before the Barker Road is open to motor traffic as far as the Victoria Hospital, and ultimately, to the Barker Road tram station. It does appear that this particular job has been a rather lengthy one, but there appears to be no reason why the completion should be delayed much longer.

A Lamp Wanted.

We have previously drawn attention to the need for a high-powered suspension lamp at the junction of Kennedy Road and Garden Road. This corner is a particularly busy one, leading to Government House on the right, Upper Garden Road ahead, and Kennedy Road on the left. The lot of the traffic policeman at night is an unenviable one, and in the interest of traffic control generally, and bearing in mind the importance of the locality, adequate lighting is most certainly to be desired.

Road Islands.

A local motorist has drawn our attention to the road islands which are being laid out along the Prince Edward Road, Kowloon, complaining that the placing of them causes obstruction to the entrance to his and other residences along this thoroughfare. We have not had an opportunity of verifying this, but if the case is as stated, it would appear that the logical need of residents owning cars, has been overlooked. The matter should not be difficult to remedy.

A Correction.

In last week's notes, we suggested that motorists who usually park their cars in Chater Road, should, in view of recent thefts, utilise the space at the City Hall, where one of the H.K.A.A. patrols is on duty. The Star Ferry stand should have been mentioned, and not Chater Road, where supervision is already exercised.

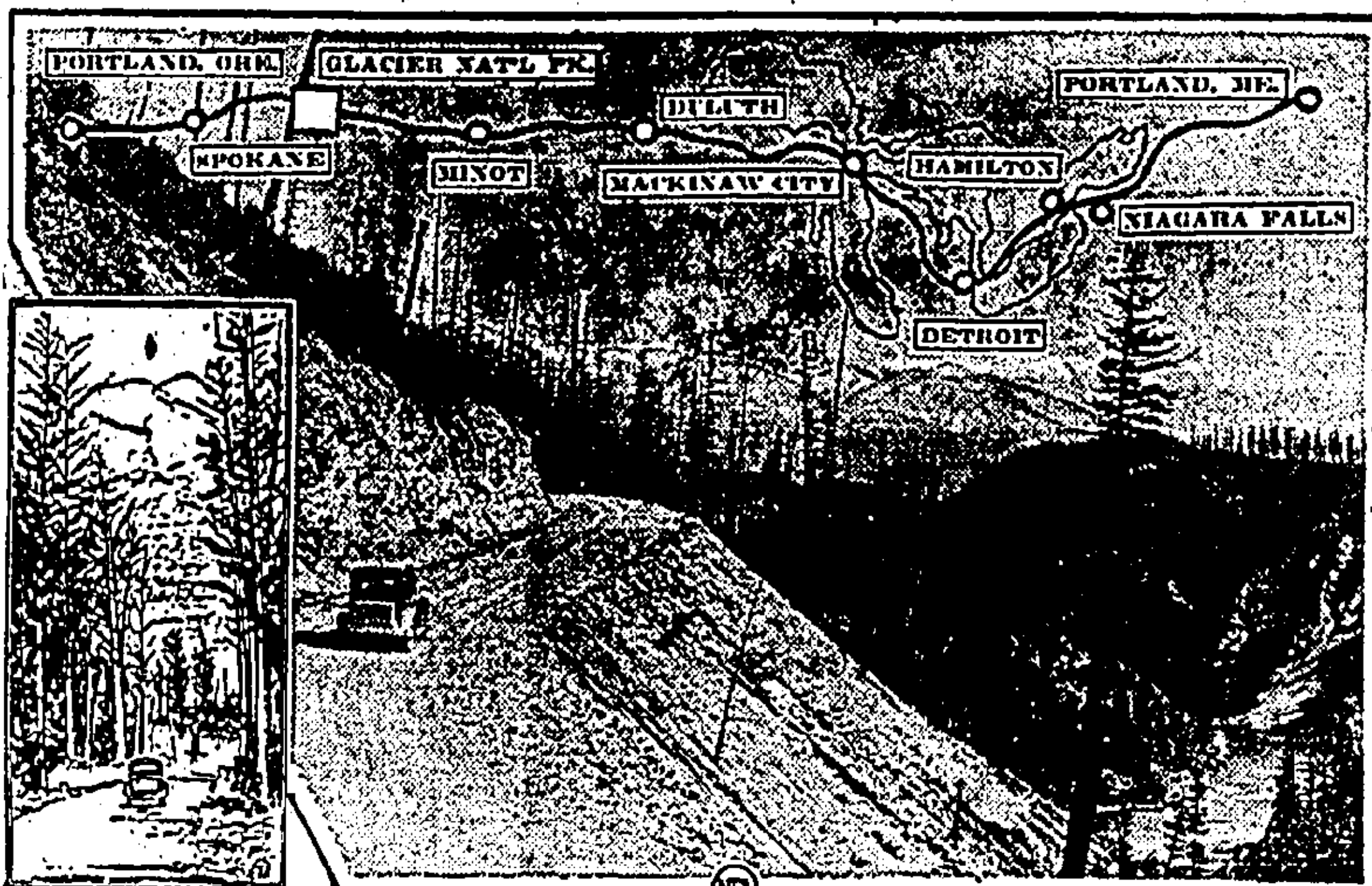
Waterloo Road.

Kowloon motorists will have noticed with gratification that the wall surrounding the nullah which runs through the centre of Waterloo Road, has been whitewashed, thereby rendering night driving safer. Whilst mentioning this much used route, we would suggest that when a suitable opportunity occurs, it would be well to widen the road from the bridge to Nathan Road. This should not involve a very heavy expenditure, while the benefit would be considerable.

Join Up.

Although the majority of private motorists do belong to the Hongkong Automobile Association, there are still a number outside the ranks. The H.K.A.A. is ever

PICTURESQUE U.S. MOTOR HIGHWAY.



Map of the Roosevelt highway from Portland, Me., to Portland, Ore., is shown running across the top of the picture taken in Glacier National Park, on the highway. The sketch is typical of the park's scenery.

TIMING OF MOTORISTS.

Unusual Police Methods.

Unusual methods in the timing of motorists were disclosed during the hearing of a recent case at Oxford, when an A.A. member was summoned for driving dangerously.

For the defence it was urged that the alleged excessive speed was substantially due to the fact that a Police Officer, mounted on a motor cycle had repeatedly sounded his horn at the rear of the car, and the driver, finding that his signals to overtake were ignored—accelerated, whereupon the Police Officer overtook the car and made allegations of excessive speed.

Counsel, Mr. Laurence Vine, informed the Bench that he had been instructed by the Automobile Association to make a strong protest against conduct of this nature. It was said "deplorable that the Police should adopt such methods as were used in this case to urge the defendant to commit an offence of driving rapidly or dangerously, and then come to the Court and put those facts before the Bench and ask for a conviction against the defendant."

studying the interests of motorists, and a vast amount of work is done, much of it unknown even to members themselves, but work which assists in making motoring safer for all. There are many benefits to be obtained, and we can drop a little whisper that interesting schemes are afoot which will greatly add to the amenities of motoring in this Colony. The greatest encouragement and reward to those who make it a public duty to improve the lot of the local motorist, is to observe a steady flow of new names to the membership roll.

French Duties.

The Automobile Association states that there appears to be a misapprehension on the part of many motorists, who think that the new French Customs Tariff will impose greatly increased financial obligations on the British motorist who wishes to visit France for the purpose of touring. The arrangements for the issue of triptyques and other Customs documents remain as before; that is to say, the motorist is able to arrange guarantees with the A.A., which relieve him of the necessity of depositing the cash value of his Customs obligation at the port of landing. Full particulars of the formalities are obtainable from the A.A.

DIESEL LORRY.

Proof of Reliability.

Quite recently the City of Birmingham Corporation took delivery of one of the latest type of Barford and Perkins Diesel Road Roller. It was transported from the works at Peterborough to Birmingham by a Garrett Diesel lorry which has been in almost constant use since it was built in 1928.

The roller constituted a net load of 10 tons 12 cwt., and, except for the removal of the awning to enable it to clear bridges en route, it was transported complete and ready for immediate service.

SUNBEAM WINS.

Duke of York's Trophy.

In the series of international motor boat races for the Duke of York's Trophy, Sunbeam engines have figured with conspicuous success. A Sunbeam engine boat, "Newg," won the Trophy in 1926, and another Sunbeam engine boat, "Miss Betty," was the winner in 1928.

This year Mr. F. T. Berse's "Minx," also fitted with a Sunbeam engine, secured the Trophy, Sunbeam engine craft thus providing three Trophy winners in the past five years.

FROM TURKEY.

An Arterial Road for Europe.

The Delegate of the British Automobile Association to the General Assembly of the International Touring Alliance, now sitting in Stamboul, has received a telegram from the Gazi Kemal Pasha, the leader of the Turkish Government, expressing his pleasure that Stamboul has been selected for the General Assembly, and hopes that the result will be a rapprochement of Turkey with Western Europe from the touring point of view. He expresses the thanks of the nation and of himself to the Alliance.

A proposal by the Automobile Association for the development of an arterial road across Europe, linking Great Britain with Turkey and the East, has been cordially received. The Turkish Government has authorised the use of the triptyque for touring motor cars, and proposes to permit tourists to motor through the Military Zone, which has hitherto been closed. A promise has also been given to improve the main roads throughout the country.

RIGOROUS RACING IN EUROPE.

Fiat Wins Polish Tourist Trial.

SEVERE RULES.

From June 22 to 29 the International Tourist Trial of the Polish Automobile Club took place. The course, divided into eight difficult consecutive stages, measured 1,926 miles. This event aroused the greatest interest in motoring circles throughout Europe, as it attracted a large number of entries representing the finest products of the world's motor industry. Further interest was added by the severity of the trial, the regulations providing for classification not only by the average speed throughout the course and consistent running, but also taking into account the results of two speed tests of two kilometres each on the level with a standing start, and two hill climbing tests of three kilometres each, as well as including the results of various braking and acceleration tests and the general state of the car at the end of the contest.

Of course, the trial itself was conducted on the rigorous closed park system, with the bonnets and principal organs of the cars sealed; such was the severity of the regulations that not even water was allowed to be added to the radiator during the trial.

Under such conditions the splendid success of Mr. Rahnenfeld, driving a standard 525 S Fiat Tourer with a high compression engine, was doubly significant and conclusive. This car was placed first in its class, which was the most numerous and most hotly contested, comprising all the cars between \$1,500 and \$3,000 in price. Mr. Rahnenfeld was also proclaimed winner of the Polish Automobile Club's International Tourist Trial for 1930.

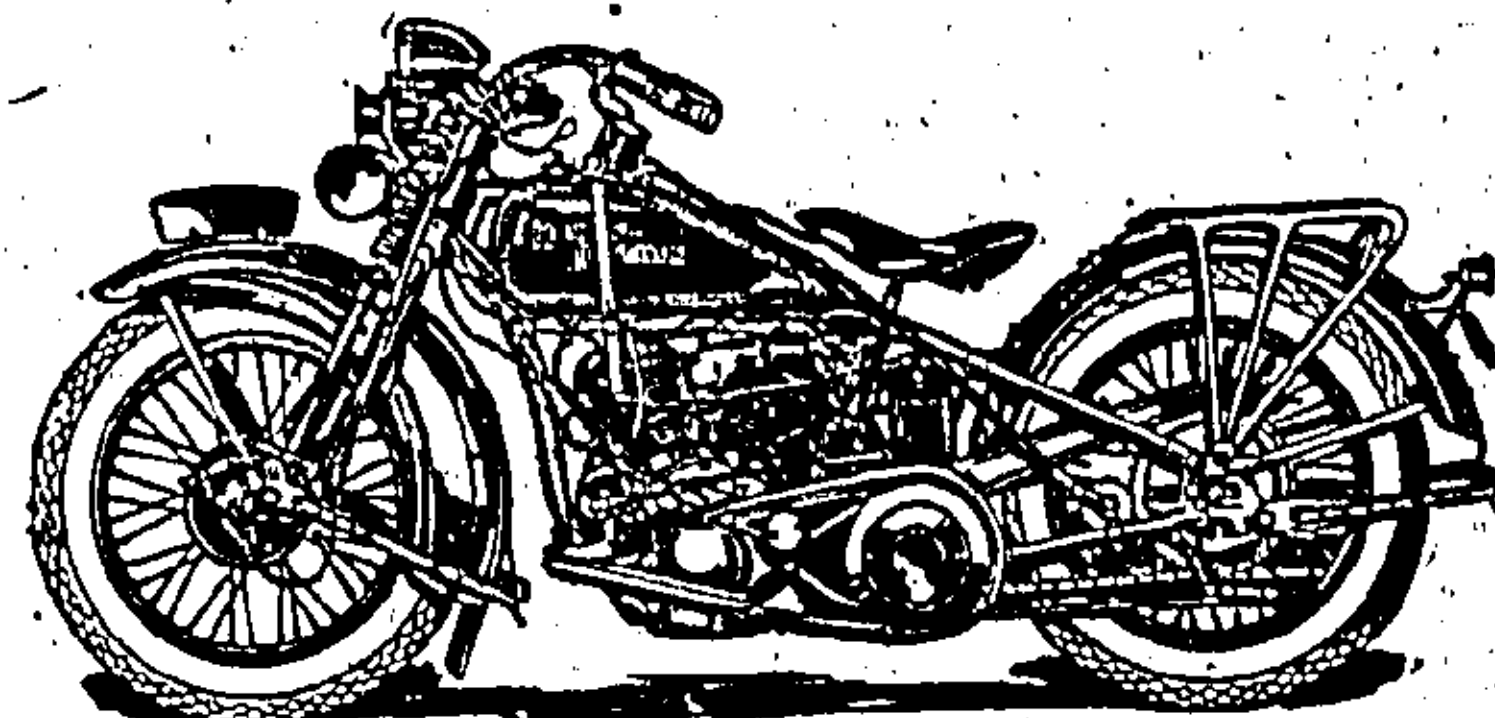
To the Fiat was awarded the Polish Automobile Club's magnificent and valuable gold cup in recognition of a superiority which the greatest foreign firms strove in vain to surpass.

QUICK SERVICE.

Berlin's Car Laundry.

A car-washing station recently opened in Berlin is stated to be the largest in the world. Special equipment is installed, and a car can be washed and polished in ten minutes.

1931 "Harley Davidson" Can be Cabled for Now.



SEE THE NEW MODELS EARLY.

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CORRESPONDENCE.

Traffic Signals, etc.

(To The Editor of Hongkong
Telegraph, Motor Supplement.)

Driving into Town this morning I followed another car for a short distance, whose driver, a foreigner, signalled me to pass as he was about to stop at the side of the road—the cause of this letter.

My experience is that this signal is rarely given except by experienced chauffeurs of public garages and lorry drivers. The majority signal with outstretched arm whether they intend to stop, slow down, turn to the right or left, showing a very hazy knowledge of the list of signals which frequently have been published in your paper.

It would appear that the majority of drivers signal with the idea of informing others what they are about to do. This, I consider, is wrong, although I cannot support my belief by quoting a well known authority.

I would be glad to have your opinion and that of your readers of the following signals, all that I think are necessary—

1. Outstretched right arm. Interpretation:—Please do not pass.
2. Sweeping the right arm from rear to front. Interpretation:—Please pass if you wish.
3. Movement of right hand gently up and down. Interpretation:—Please slow down and be on your guard.

The first signal should be given when it is dangerous to pass for such reasons as—

- (a) I am turning to the right.
- (b) Traffic ahead.
- (c) Blind corner or cross roads ahead.
- (d) I am moving to the right to overtake and pass the vehicle or persons ahead.

The second signal should be given only when it is clearly safe to pass and for the following reasons:—

- (a) I am stopping.
- (b) I am turning to the left.

(c) You are travelling faster than I, please pass. (This of course frequently in reply to the following car's horn.)

The third signal does not require further explanation.

It would take far too long to comment on all the absurdities of incorrect signalling but I might stress the signal which caused this letter. The majority of drivers give the first signal when stopping, thus causing following vehicles also to stop. This is obviously absurd if the road ahead is clear.

The above is written with the desire to secure the opinions of experienced drivers and thus improve the driving conditions of this Colony.

There are two other points which I wish to make and they are definite criticisms.

One rarely drives in the country here, either on the Mainland or Island, in the evenings or weekends without finding a car parked somewhere near a blind corner or bend. An experienced driver would not do it but one would think that a little intelligence would suffice to prevent anyone doing this very dangerous act. Recently on the Shek O Road I missed a serious accident by the quickness with which a lorry-driver used his brakes. I came upon a car parked short of a blind bend. I at first slowed down and the foreign couple in the car showed signs of realising this. I was in a hurry however and, very wrongly I admit, passed with almost unfortunate results. It would be interesting to know whether the possibilities sunk into the intelligence of the couple in question.

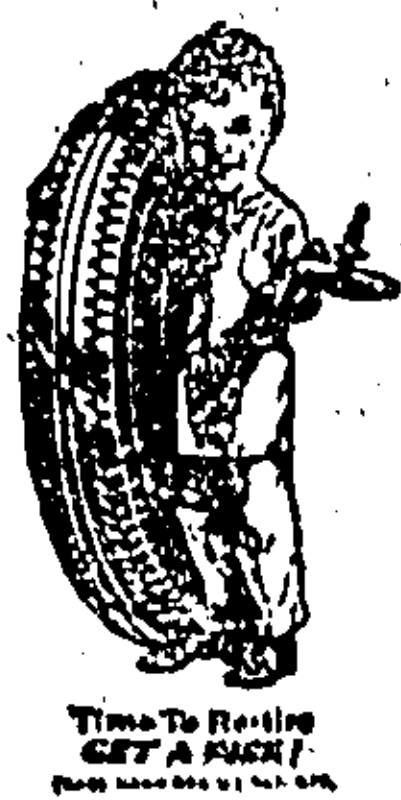
A minor breakdown is no excuse for stopping at a dangerous place. Usually a car can be pushed in one direction or the other to safety—for other people.

The last point I would like to mention is that of parking. The lack of courtesy shown in this and the lack of attention paid by the authorities to the question of parking cars between the white lines amaze me.

Hongkong, August 28th.

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THE AIRPLANE DIESEL IN 1940.

Many Advantages of This Simple Power Plant.

It is a far cry from the cumbersome stationary Diesel engines of past decades, deep-rooted in massive foundations and cumbrously wrought in cast iron, to the alloy-steel perfection of the present day airplane engine, eloquent of speed, power, and light weight in every line and contour!

However, it has been this technical gulf, this wilderness of abstruse metallurgy, combustion phenomena, and stress analysis which the Diesel engineer has had to bridge in essaying the development of a practical aviation Diesel engine.

How successful these explorations have been is evidenced by the remarkable evolution of light-weight, high-speed Diesels in recent years. In the 11 years since the World War, the weight of the lightest Diesel engine has been reduced from about 65 pounds per horsepower to less than three pounds per horsepower, and the speed, which in the past was supposed to be definitely limited in the Diesel engine, has been increased from about 750 revolutions per minute to well over 2,500! And at least two types of Diesel engine—probably more—have actually flown in heavier-than-air machines, to say nothing of the Diesels installed in the British dirigible R.101.

Diesel aviation progress has reached a transitory stage, where its advocates, gratified at last to see a Diesel engine actually in flight, have inclined to over-enthusiasm in prophesying the scope of its immediate application. The air transport executive, confronted with the necessity of making an impartial technical judgment, has reacted to this over-enthusiasm in a way well expressed in these columns heretofore, and has raised a series of very sound questions which deserve to be answered by careful analysis rather than by argumentative advocacy.

No one should be more cognizant of the scope and limitations of the aviation Diesel engine than the Diesel engineer. The basic problems in the construction of high-speed Diesels have been solved, but a tremendous amount of detailed development work must still be done to insure the future of the airplane Diesel.

There are metallurgical production, and theoretical design problems to solve. In its present form the aviation Diesel can undoubtedly become in a few years an important supplement to the airplane gasoline engine, especially in large airplanes and seaplanes and in dirigible balloons.

Further to present a graphic picture of exactly how the aviation Diesel compares in actual flight with the gasoline engine, we will be over-conservative and estimate a lapse of 10 years, from which point of time we will visualize the attainment of the widespread use of airplane Diesels. Engines such as these will undoubtedly be in extensive use long before 1940, but we will jump ahead a decade in our prophetic study in order to depict the perfection of development which will probably be realized long before that time.

Care of the Airplane.

Any airplane—whether large or small—is subjected to a daily inspection, a careful grooming and scrutiny which has in its routine attention to detail few parallels in any field of engineering or transportation. Skilled mechanics go over the engine, riggers examine the wings and control surfaces, keen-eyed inspectors check their reports and repair work with great care, and finally, the operations executive carefully scrutinizes the reports of both ground engineers and pilots. A race horse or a fine motor car gets no more attention on the eve of a great contest than does a transport airplane in the course of everyday service.

Let us follow the inspection of a 1940 Diesel "motorship of the air" such as we foresee, and determine wherein it differs from the present rites of those who serve the gasoline driven airliners. As the cowl is removed from one of the six-cylinder "in-line" air-cooled Diesels, (a cowl which leaves the upper part of the cylinders exposed and directs the air stream along the cooling fins), our attention is drawn to its extreme simplicity.

There is no carburettor or intake manifold, there is no electrical ignition, no magneto or spark plugs; there is only a small pipe to the head of each cylinder, and there is only one valve in each cylinder head from which a small "exhaust deflector" projects.

The Simple Diesel.

The ground engineer does not have to adjust the carburettor; he does not have to worry about the intricacies of electric ignition or fouled spark plugs; when there are valves to be ground, there is just one, which takes care of both the air intake and exhaust in each cylinder.

The engineer is dealing with the highest expression of man's battle to wrest heat energy from petroleum—the most efficient heat engine in existence—and mechanically by far the simplest. With a compression about twice that of the ordinary aviation gasoline engine, this Diesel draws in the outside air through the single valve in the head, compresses this air to a temperature sufficient to ignite the charge of fuel-oil sprayed in from a little nozzle in the top of the cylinder, and when the power stroke is complete, exhausts the spent charge through the same valve in the cylinder head.

(This description is for a "four-stroke-cycle" engine; there will be numerous other types using the "two-stroke-cycle" and highly original valve and structural arrangements, but for descriptive purposes this type of engine has been selected as representative of American practice as now foreseen.)

Spared carburettor and magneto work, and with his valve inspection reduced to half, our mechanic, however, is up against some purely Diesel problems. He will have to remove and inspect the fuel nozzles in each cylinder head and, while the engine is running, will have to assure himself that the fuel pump which supplies a minute quantity of oil to each cylinder is functioning properly in its split-second work of metering and pumping.

This fuel pump is one of the points often criticized by those who question the reliability of the Diesel. It is the perfect embodiment of precision workmanship, is ground and honed so that its plungers fit to extremely close limits. This, in theory, is a knotty production problem. However, in actual practice, certain well-designed types of fuel pumps have shown themselves to be almost fool-proof. The precision of construction and the number of working parts in a well-designed Diesel fuel pump are much less a problem, comparatively speaking, than that of producing electric ignition magnetos and distributors, intricate operations which are taken for granted to-day.

Most American difficulties with experimental fuel pumps have, to speak bluntly, been due to poor design, or to poor production engineering. As the demand for this type of equipment increases, this problem will be overcome, as many other more intricate ones have been solved.

We mentioned above that our mechanic was working on an engine with twice the compression of a gasoline engine. This presents another difficulty—that of starting. At present an electrical starter capable of turning over a Diesel engine is much too big and heavy for airplane use. However, we may expect that this trouble will be mastered by releasing the compression in several cylinders and using an electric starter, or by some other expedient—it even having been whispered that a small gun-powder cartridge is used for starting on one American aviation Diesel!

Now that the inspection of our "air motorship's" power plant is completed, here comes a tank truck with fuel for it. To one reared in the atmosphere of high-test aviation gasoline, volatile benzol compounds, and so forth, the calm superiority of the "grease neck" who smokes a cigarette as he pushes the hose into the oil tank is somewhat uncanny; but he is dealing with fuel oil of about the consistency of ordinary furnace oil—non-volatile and unaffected in its condition in the fuel tank by changes of altitude—it will not produce inflammable vapours in a rarefied atmosphere, on the ground.

This new generation of "Diesel breed" airplane mechanics commit another heresy in the eyes of the old timer; they slack the engine while the fueling operation is going on! But the exhaust from the cylinders is clear and carries no flame—and the ignition point of the fuel oil is so high that one could even spill some of it on the engine and it would not actually burn—something to be thought of in the event of a crash, and certainly a condition which makes for greater ease, safety, and time-saving in servicing the plane.

The scarcity and possibility of contamination of fuel oil at airports around the country is also one of the criticisms of the aviation Diesel. But what can one expect? Just as American industry will build reliable fuel pumps in quantity and develop workable methods of starting, so will the oil industry respond with more easily available supplies of Diesel fuel. Ordinary furnace oil and oil of that type is almost as easy to get as gasoline in this day of household and industrial oil burners!

It was not necessary for the mechanic to start the engine to "warm it up," as is done now with all gasoline aircraft engines.

LIGHTING AIRWAYS.

Example for Kai Tack.

A feature of the landing grounds on the Cairo-Karachi section of the Indian Air Mail route are the mobile landing flood-lights.

The air beacon is mounted on a specially constructed lorry, equipped with suitable controlling apparatus, and self-contained generating plant for operating the beacon at any desired time or place. The light source in each of these units is a 10-kilowatt Osram-gas-filled lamp, of the type which has proved exceedingly efficient in service, not only for aerodromes, but in various light-houses and lightships controlled by Trinity House. The lamps were supplied by the G. E. Co.

All aircraft Diesels are "cold starting," the heat of the first compression is enough to ignite the fuel, and a Diesel airplane can take off immediately the engine begins to turn over, although if not necessary it is just as well to let it "tick-over" on the ground for a short time. However, in cold weather operation, in an emergency, or in military service, this characteristic is something to be considered.

Now that we have entered the cabin and have waved farewell to those who watch our pilot "lift" us off the field with the calm mastery of these picked men who handle transport aircraft, we notice a smoothness of flight and an absence of that vibration which is sometimes felt in airplanes. This elimination of vibration is due to the fact that the engine does not run as fast as a gasoline engine. In order to get the weight of gasoline engines down to their present basis, it has been necessary to increase the power by increasing the speed, usually to 1,800 or up to 2,200 revolutions per minute. The Diesel will operate normally at about 1,200 revolutions per minute, which is a much more efficient propeller speed than the higher figures mentioned.

We may smoke in our cabin, just as the service man did and for the same reason; and our guide points out to us that spilling of the fuel, in event of a forced landing, would not set the plane on fire. A comforting thought for those with lively imaginations!

And another characteristic is pointed out: Due to the fact that the fuel does not form a volatile mixture until it enters the cylinder, there is no chance of a backfire into the intake manifold as sometimes happens with gasoline engines. And the position of the airplane exerts no effect on the fuel supply; the fuel pump and the fuel nozzles will work as well upside down as they will in the upright position.

We look over a report on the cost of operating these Diesel-engined airplanes. The engine costs more than a gasoline engine, and will until quantity production is achieved. The fuel cost is considerably less than that of a gasoline engine. We are using Diesel fuel at about six cents a gallon instead of high-test gas at from 14 to 25 cents. But this is not the main argument for the economy of the Diesel. For a given combined weight of fuel supply and engine—provided that the weight of the Diesel engine is somewhere near that of the gasoline engine, (on this point more will be said)—the flying range or the carrying capacity of the Diesel-engined airplane is greater than that of the airplane with a gasoline engine. This is especially true for flights of 500 miles and over, when fuel economy becomes a large factor. Estimated conservatively, given the conditions outlined above in flights of this type, the cruising radius, or the weight-carrying capacity of the Diesel-engined airplane would be from 20 per cent. to 30 per cent. greater than that of an airplane powered with a conventional type of air-cooled gasoline engine, such as we know to-day.

The condition made above in regard to weight is the prime reason we have conservatively set the date of the general use of aviation Diesels some years ahead. The aviation Diesel is now considerably heavier than gasoline engines—and this increased weight offsets most of its other advantages. However, as the weight is reduced, the fuel economy will help to make up for what weight handicap is left, and the Diesel will first become an important supplementary form of power to be used in large aircraft for long flights.

It is difficult to foresee what would happen if a Diesel were produced as light as the present types of air-cooled gasoline engines, but in view of the high degree of refinement of gasoline airplane engines, it is hardly likely that the Diesel will ever entirely replace them. However, it will assume a position of ever-increasing importance in those services where long range, reliability, weight-carrying capacity, mechanical simplicity, and super-safety are desired—"Scientific American."

THE MODERN WAY.

Thornycroft World-Wide Activities.

ON THE SPOT.

The criticism that British manufacturers do not travel the world sufficiently to study the requirements of their overseas customers, is one that does not apply to John I. Thornycroft and Co., Limited, who have certainly been quick to realise the world-wide market for their commercial motor vehicles.

Many hundreds of these are now operating in all the Empire and many other countries, particularly in South Africa, where the South African Railways operate over 400 Thornycrofts in conjunction with their railway services.

Over a year ago Sir John Thornycroft, the Managing Director of the Company, visited South Africa, and made a wide tour and close study of the organisation controlling these road motor services.

This year Mr. Tom Thornycroft, the Technical Director in charge of the Basingstoke Motor Vehicle Works, has spent several months in South Africa giving his attention to the running conditions under which the vehicles are operated and by actually driving some thousands of miles on Thornycroft vehicles in different parts, securing first hand knowledge of their behaviour, studying all the while how best future vehicles can be built for the severe conditions of South African service.

Li-Commander J. W. Thornycroft, the junior Director of the Company, has recently returned from an extended tour of India, and Mr. Roger Thornycroft has spent several months in Argentina, demonstrating the capabilities of Thornycroft six-wheeled vehicles, with such good results that there are very encouraging prospects for Thornycroft motor vehicles in that country where, incidentally, the firm have recently established a Branch at Buenos Aires with their own trained staff.

For some years, Messrs. Thornycroft have had a branch office in Hongkong and in other parts of the Far East.

FAULT-FINDING.

Some Useful Hints.

(By Israel Klein.)

It is not just the engine that causes one car to make better mileage on a gallon of gasoline than another of the same manufacture.

Sometimes, in fact often, we may find faults in the body and chassis of the car that retard the efficiency of the motor. The moving parts especially may be at fault.

The wheels, for instance, are almost a neglected, but highly important factor in maintaining the efficiency of the motor. Neglect of these parts may cause considerable loss in power.

Loose bearings at the hubs, causing the wheels to wobble, take much of the power from the engine. To prevent this, the wheels should be kept tight and well greased. The grease should be changed every thousand miles, and the nuts on the wheels tightened at the same time.

Misalignment of front wheels is another costly fault and reveals itself in less mileage for the fuel. They should be checked up constantly.

Wheels get out of alignment when they are struck against the curb in parking or when they strike a deep rut.

Misalignment may come from twisting the wheel while the car isn't moving in an effort to get out of crowded parking spaces. That hurts the steering mechanism, too, but misaligned wheels are more evident as a result.

In addition to loss of power and fuel efficiency, there's excessive wear on the tyres that results from misalignment of the wheels. So it is important that this be carefully checked about once a month.

The brakes may be adjusted so tightly that the drums might bind. This causes the brakes to drag and put an extra weight on the engine.

Dragging brakes can be felt by an experienced driver. There's a feeling of an extra strain or pull at a grade where usually no pull or strain should be felt.

Better have the brakes loosened a bit and put an extra force on the pedals when it is needed, than lose fuel efficiency by this constant dragging.

This doesn't help the brakes either. The drums wear down quickly and become less effective in emergencies.

Another drain on power is an under-inflated tyre. That means more pull on the engine.

Each tyre, therefore, should be kept constantly up to the pressure advised by the manufacturer. The tyres should be checked each week.

Three-fourths in U.S.

There are now over 34,000,000 motor vehicles in the world, according to the National Automobile Chamber of Commerce. Of this number, 76 per cent. are in the United States.

Produces Much Scrap.

The automobile industry produces more than one million tons of iron and steel scrap annually, it is reported. This is consumed by steel companies of the country.

WOMEN MORE CAREFUL.

Although women comprise 14 per cent. of licensed motor vehicle drivers in Massachusetts, only 5.5 per cent. of the drivers involved in fatal accidents last year were females.

Nearly 5,000,000 persons are employed by and owe their livelihood to the manufacture and use of motor vehicles, the National Automobile Chamber of Commerce reports.

Few Auto Imports.

While 835,527 motor vehicles were exported from the United States and Canada during 1929, there were but 760 imported into the United States in that year.

No Hitch-hiking.

Maine, New Jersey, Minnesota and Wisconsin have enacted statutes making it a misdemeanor to stand in the highway and solicit rides in an automobile.

THE DEVELOPMENT OF COMMUNICATIONS.

Some Notes on Roads and Their Construction.

[By R. A. C.]

The Road Making Age.

Historians of the future will have much to record concerning the rapid developments in almost all branches of engineering and science that are taking place at the present time, and one progressive phase which they will no doubt consider of the utmost importance is the worldwide impetus given to road-building by the advent of the motor-car.

Although this question of road construction is perhaps more noticeable in undeveloped countries, where roads fit for modern transport were previously non-existent, the amount of new highways and arterial roads that are being built in the old countries of Europe should not be lost sight of. The Turkish Government, for instance, while undertaking to improve the main roads throughout Turkey, has received with favour a proposal by the British Automobile Association for the development of an arterial road across Europe to link Great Britain with Turkey and the East.

The King of Spain, when visiting the headquarters of the A.A. in London recently, was particularly interested in its service for touring in Spain, and declared that it was his country's intention further to develop the excellent system of highways which have been instituted during the past five years.

Civilisation Marches by Road.

The opening up of Africa by means of motor transport supplies a wonderful example of how civilisation and roads march hand in hand. It is now actually possible to travel right through Africa from Cape Town to Alexandria—except for the stretch of Nile marsh which extends for some 800 miles south of Khartoum—by motor vehicles that are running on regular services.

The first few hundred miles of this interesting trans-continental journey are covered by the road motor services of the South African Railways, whose fleet of over 400 Thornycrofts operate regular services in conjunction with the railways from Cape Town to the boundaries of the Union. Vehicles of similar make run through Rhodesia, Tanganyika, Kenya and Uganda to Mongalla on the lower Nile. The whole journey of nearly 4,000 miles can, in fact, be made on Thornycroft vehicles for a large fleet is employed by the Sudan Government for the transport of cotton from Khartoum and others belonging to private owners operate through Egypt.

Earth Roads and the Grader.

The principal implement required for the rapid construction and efficient maintenance of earth roads is the grader, the machine which shapes the surface of the road. A notable feature of the new graders recently introduced by Howards of Bedford is their lightness of draught. This is mainly due to the accurate design of the blade, which cuts through the earth and rolls it over with an action similar to that of a plough and delivers it to one side.

A light scarifier can be fitted to any of the new graders. It is placed immediately in front of the blade and breaks up the hard surface while the blade distributes the loose soil. A rooster scarifier has also been designed for the preliminary clearing of the track of roots and stones. The other accessories which complete the road making plant are a back-scraper, which is attached to the grader, and is used for smoothing the finished surface.

The First Steam Roller.

It is not much more than 60 years since the invention of the steam roller, and, previously the accepted method of road making in force was to lay down angular, irregular stones and leave them to be levelled down by passing traffic.

The first efficient steam roller was produced by Aveling & Porter in 1867 and purchased by the City of Liverpool. This was an enormous machine with the funnel between the back rollers, a huge front roller, a platform at axle height on both sides, while the driver stood on one side steering the machine with a large wooden wheel like the helm of a ship.

Various types of road rollers were exhibited by Messrs. Marshall, Sons & Co., at the Royal Agricultural Show held at Manchester in July. Their "Universal" steam roller, is a machine that has been specially designed to be equally serviceable either for ordinary consolidation work or for surfacing with asphalt or similar materials. It has a quick reverse action for asphaltic surfacing, and its articulated

main axle enables it to work to pre-determined existing cambers. The oil-driven roller shown is a highly efficient machine which can be used most economically where oil fuel offers greater service convenience than coal or wood. The running costs of this type range from only 1½d. to 3d. per hour, according to the size of the roller.

The petrol engine which forms the power unit of the "Manumit" motor roller, is suspended together with the transmission gear on a casting inside the roll itself. By swinging over the handle, the travel direction is instantly changed without shock, and the operation of the roller is so simple that any labourer can be safely placed in charge of it.

Spreading Road Material.

Heavy road metal can be distributed by hand with a fair amount of accuracy, and the unevenness smoothed out by the road roller; but even distribution by hand of surface gritting with small stone chippings is almost impossible, and it is here that the mechanical gritting machine possesses advantages, not only in uniformity of distribution, but also in speed of work.

Gritting machines of various types are manufactured by John Fowler & Co. of Leeds; with these machines the difficulty of maintaining an even spread and preventing choking with stones of uneven shapes and sizes is overcome by the Fowler-Wood patent oscillating shutter. The opening is spring-controlled to permit of the passage of oversize stones and is also adjustable in order to control the quantity spread.

Speedy Road Construction.

The time factor in road repairing is of course highly important; more particularly so in large cities where the flow of traffic is more or less continuous. Modern cements have assisted to an enormous extent to speed up road reconstruction work, for where, in the past, it was necessary to wait a matter of four weeks for a certain strength to develop in concrete only two days are now required. "Tunnelite" rapid hardening cement, for instance, has a compressive strength of nearly a ton to the square inch 24 hours after mixing.

This brand of cement has been employed to a large extent in the streets of London and also on many of the new by-pass roads that have been constructed recently in the vicinity of the Metropolis. The 500-ton compression testing machine, which has been supplied to the British Board of Trade by Greenwood Batley of Leeds, is to be used to a large extent for trying out materials, such as concrete, that are employed in road construction. The question of road surfaces is one that is still receiving considerable attention, and it is only by constant research and vigorous tests that the ideal material for this purpose can be discovered.

The Work of the Bridge Builder.

The linking up of such important regions as the Transvaal and South Rhodesia by spanning the Limpopo recalls the vital importance of the bridge builder's task in the opening up of communications. The Limpopo bridge, completed last year, was constructed by Dorman Long & Co. and ranks among the largest river bridges in the Union of South Africa. Its length is 1,560 feet and it carries both a roadway and a single line of railway.

The five span bridge across the Pungwe river in Portuguese East Africa as well as the erection of eight viaducts across the notorious Pungwe Feats was also supplied and erected by Dorman Long. Two other important bridges now being constructed by this Middlesbrough firm are the Sydney Harbour bridge and the new Lambeth bridge over the Thames.

The bridge at Lowicz in Poland, which carries the road from Warsaw to Posen over the river Sludwia is noteworthy in that it forms the first instance of a public works structure constructed entirely by arc welding.

The calculations and designing of the welded joints and the welding itself were paced in the hands of Messrs. La Soudure Electrique, Autogene of Brussels, the licencees of Messrs. Alloy Welding Processes Ltd. of London.

As is customary with welded structures the joints were designed to have the same factor of safety as the steel sections themselves, and it is calculated that well over 20 per cent. was saved in material by making the bridge a welded rather than a riveted structure.

NEW U.S. AIRSHIP.

ZRS-4 Assuming Shape.

WORLD-WIDE INTEREST.

Hoisting of the master ring of the navy airship ZRS-4 into upright position, like a huge hoop or cartwheel, at the Goodyear Zeppelin factory and dock at Akron, Ohio, U.S.A. was a feat of unusual interest in engineering and aeronautical circles the world over.

Admiral W. A. Moffett of the U.S. Navy drove a golden rivet in this first ring of the airship's skeleton at impressive ceremonies last November, officially inaugurating its construction.

The task of raising the great duraluminum hoop into the position it will occupy in the ship rivalled in engineering interest the erection of the great arches of the factory and dock itself.

The dock in which the ship is being assembled has been completed—the building being the most mammoth structure of its kind in existence.

The ZRS-4 is the world's largest airship, either under construction or contemplated. The Master ring and two intermediate rings are completed. They were first laid out upon horizontal building forms for the convenience of the workmen and then raised into the perpendicular when completed.

The torpedo-shaped skeleton of America's air leviathan is gradually lengthening out as each additional ring segment is hoisted into place.

Each day it becomes easier to visualize the enormity of this embryo air liner. Contract does not call for delivery of the completed airship until April of 1931, but so great a project is the construction of the ship that noticeable additions to the framework are being made practically every day.

In one end of the great dock is a peculiar superstructure which supports what appears to be a great fireman's net. This is one of the steel wire bulkheads which will be placed within each main ring. The purpose of these bulkheads will be to keep 12 gas cells which contain the helium to supply the static lift for the ship, separated.

The wire used in these bulkheads is comparable in size to ordinary piano wire but will stand tensions greatly in excess of 200 pounds. In fact, all of these wires are tightened to 200 pounds pull to form the bulkhead and serve as additional bracing for the main rings.

The metal (duraluminum) framework of the ship will consist of a series of rings with their surfaces parallel and connected together by longitudinal girders. The rings, in reality, are 36-sided polygons and the longitudinal girders will be connected to them at the angles.

There will be 10 tri-sided main rings and one single-sided main ring in the completed ship. The single-sided ring will be in the curved profile of the nose of the craft.

The main rings will be spaced approximately 74 feet apart and between each pair of them will be three intermediate, single-sided rings of girder construction, at equal distant intervals. Gas cells will be built to fit in the compartments partitioned off by this method of assembly.

Ten of the gas cells will be between main rings, one cell will fit between the front ring and the nose of the ship and other, a cone-shaped cell, will fit in the tapering tail.

To the eye of one unfamiliar with the surprising lightness of duraluminum, the great main rings and the intermediate rings look bulky and heavy. However, a man of average strength can lift an entire intermediate ring without the aid of lever or other mechanical device.

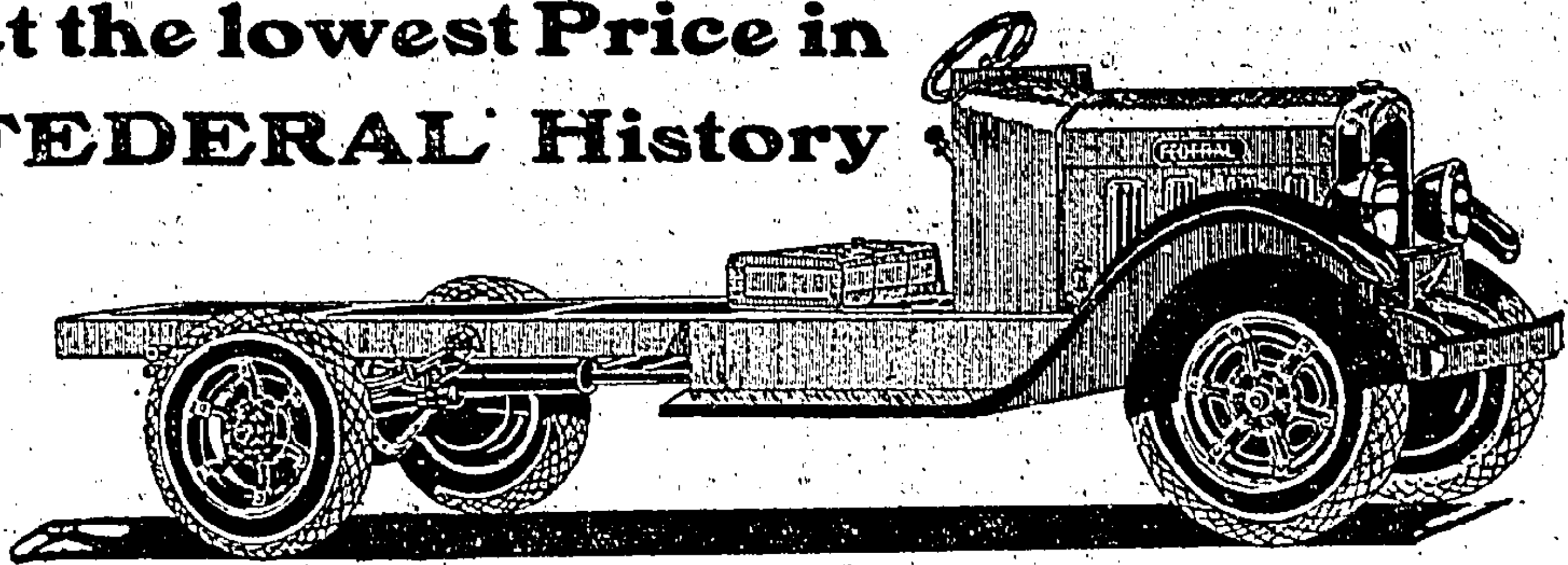
The bulk of the ship's hull will be 36-sided, but near the tail where the streamline of the craft will taper off, 34-sided polygons will be used. Upon completion of the metal skeleton, an intricate system of wires, similar to that used for the bulkheads, will be strung across the oblongs formed by the crossing of the longitudinal and ring girders.

This network will brace the fabric which will be used for the outer covering of the ship and take up the upward pressure exerted by the gas cells. In addition they will greatly strengthen the rigidity of the entire framework. The dock in which the ZRS-4 is being constructed, the biggest building of its kind in the world, is equipped with numerous mechanical devices which approach the unique in design and are being used to facilitate assembly.

Cranes run lengthwise through the dock at various elevations and

FEDERAL

at the lowest Price in FEDERAL History



NEW DOMINANT!

A 1-1½ Ton, Quality-Built, All-Truck Federal.

Low Operating Cost—Value Without Equal.
NOW! Federal establishes an entirely new standard of truck VALUE and truck PERFORMANCE with the 1-1½ ton Model D. Model D provides MORE TRUCK for the money than you've ever believed possible. It insures more miles for less money... more actual, all-round truck service than has ever before been offered.

A TRUCK engine that delivers a smooth, ready flow of power at all speeds and under all loads... a full-floating rear axle, the only type that allows the satisfactory use of dual as well as single tires.

as single tires... are but two of many features that stamp the 1-1½ ton Model D as emphatically ALL-TRUCK.

Rugged, powerful and beautiful... Model D combines the essentials of light, fast transportation with the endurance qualities of Federal's heavy duty models... it provides unusual economy from every standpoint—low operating cost—low upkeep—long life.

Back of Model D... guaranteeing its performance, its endurance and its value... stands Federal's reputation, and its 20 years of experience in building trucks and trucks only!

OUTSTANDING FEATURES

Unusually sturdy chassis, weighing 3185 pounds.
Heavy 6" frame of 4" stock—extra heavy cross members.
Modern Truck engine—simple in design—economical in operation.
4-speed transmission, providing a wide range of power and speed.
Full floating rear axle, correctly designed for dual or single tires.

Large 4-wheel hydraulic internal expanding, fully enclosed brakes.
6.00/20 balloon front and 32" x 6" single rear to handle maximum loads at the lowest maintenance cost.
Two wheel base lengths, 131" and 151"—with variety of Federal-built cabs and bodies.

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THE CHINA MOTOR SUPPLY CO.

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Tel. 21558, Hongkong.

Branch Office:
486, Yat Tak Road,
Tel. 12115, Canton.

FIRE-FIGHTING AID.

Speedy Machines.

When it is realised that probably over 75% of fires can to-day be dealt with by first-aid machines and as the effectiveness of such machines largely depends on their capability of reaching the seat of the fire quickly, it is not surprising that fire brigades now are generally concentrating on first-aid machines or fire engines with this equipment with the maximum acceleration and speed.

A particularly interesting machine in this connexion has been built to the specification and order of the Birmingham Fire Brigade, who are known throughout the United Kingdom as a thoroughly progressive brigade which leaves no stone unturned to get the best type of machine for each particular type of work.

The chassis is very similar to the well-known "Lioness-Six" passenger chassis, but is of much shorter wheelbase. It is quite dissimilar to anything in the fire-fighting equipment which has been built by the Company previously. That the vehicle is capable of a quick turn-out will be gathered from the fact that it can attain speeds of upwards of 50 miles an hour and on test by the Brigade, it has shown that on top gear it will accelerate from 10 miles an hour to 30 miles an hour in 9.2/5 seconds and to 40 miles an hour in 19 seconds.

OWN MOST CARS.

Seven cities in the United States which own the most automobiles are New York, Chicago, Los Angeles, Detroit, Cleveland, Pittsburgh, and Philadelphia. Their combined total is 3,144,136.

Slippery streets, caused by accumulations of oil on the surface, are blamed for many road accidents in Berlin. Steam has been used to remove the oil from some thoroughfares, while others are scrubbed with brushes and powder.

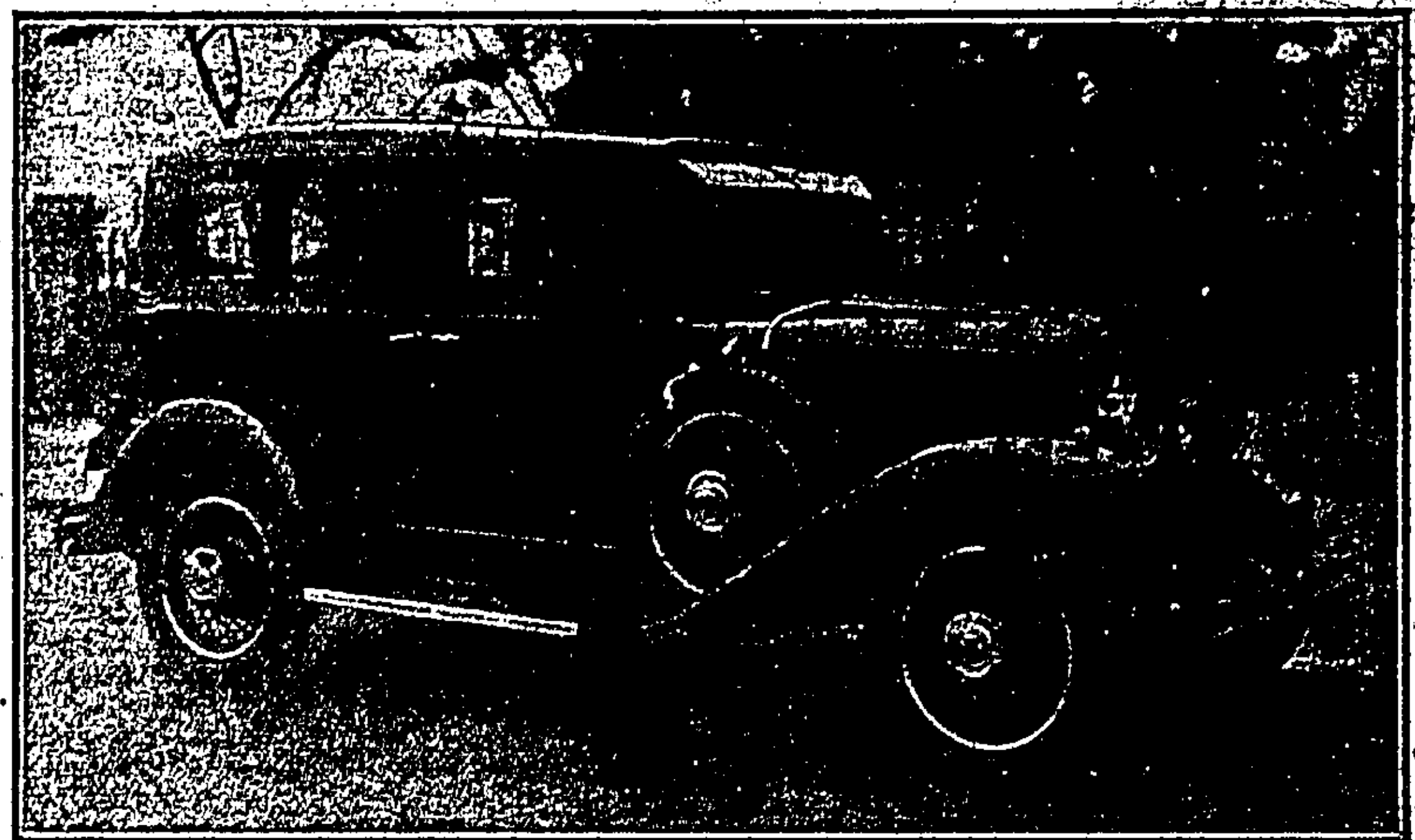
because of the curvature of the roof sides of the building, many of them had to be supported at an angle of 45 degrees. One side of these travelling cranes is supported from a rail near the very top of the structure and the second rail is on a level 20 feet lower.

Sturdy cables from these unusual lifts are attached to the four corners of platforms approximately 25 feet square. Men working upon the sides of the ship are hoisted into the perpendicular, and lifted to desired heights on these platforms, standing on them as they work.

Near the centre of the building is an elevator for taking workmen to the various "cat-walk" levels which traverse the dock. Unlike any other elevator, however, this strange lifting device describes an arc in its ascent and descent.

POWERFUL, Yes

and with this power, big car design that assures long life.



Many thousands of Pontiacs have been bought primarily on the spectacular performance of this luxurious car! Owners of costlier cars are amazed at the ease and speed with which Pontiacs pass them on steep hills and level stretches.

You'll find other powerful cars—you'll find other fast cars—but you'll find too that most of them lose their sparkling performance after 10,000 miles.

Pontiac's power is built into the engine to last! When many other cars begin to wear and need overhauling Pontiac is at its zenith—full of virile performance whether the throttle calls for speed or power. Its parts are made from finest quality big-car formula metals—fitted to fine, exact clearances—tested and proved.

If you are contemplating buying another big car—take a ride in the new Pontiac Big Six. You too will agree that you get big-car value at less cost to buy and maintain.

PONTIAC

Big Six

Product of General Motors.

THE ORIENTAL MOTOR CAR COMPANY

303-9 HENNESSY ROAD

Telephone: 20408.

AIR RECORDS.

The popularity of British aero engines on the continent is evidenced by a new list of world's records which have been obtained by the Armstrong Siddeley 80 h.p. Genet and 100 h.p. Genet Major

engines. Fitted in Darmstadt and Junkers Junior machines these engines recently created new records for endurance, height and speed. Later still the Genet engine has set new records for endurance, distance in a closed circuit, height and speed for passenger planes.

City Monopoly.

According to the National Conference on Street and Highway Safety, of the 24,000,000 passenger automobiles registered in the United States in 1929, about 18,000,000 were centred in and around cities.

BRITISH MOTOR CAR INDUSTRY.

Outstanding Personalities: Past and Present.

That British motor cars should finish first, second, third and fourth in the recent 24-hours race at Le Mans is a matter upon which the British Motor Industry has every reason to feel satisfied, for to cover 1,819 miles in 24 consecutive hours, at an average speed of over 76 miles an hour, means not only brilliant and successful driving but a degree of design and workmanship in producing cars of standard pattern which it is almost impossible to surpass.

It is perhaps fitting at such a time to remember two of the outstanding personalities in connexion with the British Motor Industry who have helped to a considerable extent in placing British motor prestige in the position in which it stands to-day. Of these two, one has demonstrated what British design, construction and workmanship can accomplish when in the hands of a fearless and intrepid driver, while the other has succeeded in adding the name of the product

with which he has been associated to the world's vocabulary as a phrase indicating the highest degree of efficiency, value and all-round performance.

The former has unfortunately paid the supreme tribute in succeeding in adding another notable triumph to British engineering, and the British Motor Industry is poorer by his loss.

Major Sir Henry Segrave was born in 1896 and after being educated at Eton and Sandhurst, served in the Great War, being wounded three times and mentioned in despatches. It was not until 1920 that he made his first acquaintance with a racing car in Great Britain, at Brooklands, but he quickly showed his skill as a pilot and rapidly added many successes to his initial victory. His driving, both in Great Britain and on the Continent soon became an outstanding feature, and when in 1925 he won, for the second time, the Grand Prix de Provence and the 200-mile race, he succeeded in

establishing the world's record for such events on the road, by covering four miles at an average speed of 140.146 m.p.h. on a 12-cylinder Sunbeam.

The culminating stage of a wonderful racing career was in 1927, when at the wheel of the 1,000 h.p. Sunbeam he made his mark on the scroll of fame as the first man to travel at more than 200 m.p.h. on land. When the World's speed record was subsequently wrested from Capt. Malcolm Campbell he again stepped into the breach and at Daytona on March 11th, 1929, he placed the record firmly in the hands of Great Britain by driving his Napier-Lion engine "Golden Arrow" at a speed of 231.36 m.p.h.

Sir Henry had turned his attention to Motor Boat racing and it was his ambition to secure for his country the world's speed record on water, and it was in the fulfilment of this that he met with the tragic accident that robbed Great Britain of one of its most gallant sons.

Few men have done so much to establish and maintain British pre-eminence in motor engineering as Sir Frederick Royce, one of the three new Baronets in the recent Birthday Honours. For as founder, director and Chief Engineer of Rolls-Royce, Ltd., he has been responsible for the evolution of cars and aero engines that are world-famous.

Indeed, honours are now crowding thick and fast on Sir Frederick, as only recently the Royal Aeronautical Society presented him with its medal for the most meritorious work of the year in recognition of his signal services to British aviation in connexion with the now famous Supermarine S.6 which won the Schneider Trophy on the Solent last September.

The story of Sir Frederick's career is really that of Rolls-Royce itself. For no man has so lived for his work, and few in any walk of life have displayed even a fraction of his enthusiasm and endurance. Indeed so wrapped up was he in his work that he was utterly careless of his health and obvious of proper meal times. Only the devoted attention of his friends prevented him from killing himself with overwork and, in fact, on one occasion the doctors gave him but a month to live.

Mr. Royce was born at Alwalton, near Peterboro', in 1863. Owing to the early death of his father he had, while still very young, to leave school and earn his living as a newsboy. Within a year, however, his brilliant promise enabled him to get more schooling. Subsequently he was apprenticed to a locomotive works.

When he eventually established the firm of Royce, Ltd., it was for the manufacture of electrical apparatus and it was not until 1903 that Mr. Royce seriously thought of making motor cars. He was already an owner-driver, but in characteristic fashion spent the greater part of the time taking the car to pieces to see how it could be improved.

Towards the end of 1903 he decided to build three experimental two-cylinder cars of a nominal 10 h.p. From the very beginning, with those first three cars, he set the standard by which all Rolls-Royce work is judged. "Good enough" had no meaning for him. Anything which was not perfect was at once rejected. He was never satisfied, but was always aiming at something better.

The first Royce car appeared early in 1904, but it was not until the end of that year that production began on a commercial scale. The then separate firm of Rolls, Ltd., undertook to handle the whole of the output, which consisted of four models—a two-cylinder of 10 h.p., a three-cylinder of 15 h.p., a four-cylinder of 20 h.p., and a six-cylinder of 30 h.p. After a year or so, in 1907, production was concentrated on one model only, the 40/50 h.p. "Silver Ghost" which continued in production—with modifications—right up till 1925, an "innings" of eighteen years.

The first of the present-day 20 h.p. models appeared in 1922—a type which has been continued ever since. Four years ago the "New Phantom" models superseded the "Silver Ghost" range and last year, of course, the "New Phantom" gave place to the "Phantom II."

The two firms of Royce and Rolls joined forces in 1906 and it was in the following year that the works were moved from Manchester to their present home in Derby.

INDIA'S WANTS.

The Government of India have placed another contract with John I. Thornycroft and Co., Limited, for over 50 of their 3½-ton rigid six-wheeled motor chassis.

These are to be equipped as workshop, first aid and general transport vehicles, to supplement the already large fleet of these operated by the Indian Army or on other Government services.

ROUND THE WORLD.

Fisk Tyre Production.

STRIKING FACTS.

Four and one quarter million miles of high grade cord, or enough to encircle the globe one hundred and seventy times at the equator is produced annually in the Fisk Tyre Fabric Company to supply the cord necessary for the All-Cord Process used in manufacturing Fisk Tyres, according to some enquiring person in the Fisk factory who is evidently a hound for figures. It was stated by M. H. Large, Manager of the Duro Garage, Fisk Tyre Dealers:

"Average yearly production of Fisk Cord totals 22,405,090,908 feet, or stated in terms of miles, it amounts to 4,243,407 miles, enough for a boy to fly a kite eighteen times as high as the moon, if such a thing were possible."

"This tremendous amount of cord," continued Mr. Large, "spun from carefully selected long fibre cotton, is used yearly in the famous Fisk All-Cord Process which has been developed by Fisk engineers, and is used in the construction of all that company's tyres. In the All-Cord Process, each cord lies equidistant and in absolute parallel alignment to its neighbour under equal tension, thoroughly surrounded by an even insulation of scientifically compounded rubber. No cross threads bind the cords together, therefore, there is no chafing to weaken the long cords which are the backbone of the tyre carcass. Every cord being under equal tension, and entirely surrounded by rubber, eliminates undue strain on individual cords, and cord chafing when the carcass is flexed. The All-Cord Process eliminates internal friction, reduces rolling resistance and increases gasoline mileage."

PILOT'S FLIGHT.

Bees Swarm on Aeroplane.

During the recent United States Air Corps exercises at Mather Field, Sacramento, Cal., S. J. Simonton was surprised to find his pursuit plane covered with bees. According to the Air Corps News Letter, a lower wing tip was black with the insects and a curtain of them hung nearly to the ground. As he wished to take off, he found the presence of the bees a little disconcerting. His commanding officer, however, rapidly found a solution of the difficulty. Taxing his plane up behind Lieut. Simonton's and setting the brakes, he gave the bees the benefit of a 150, mile-an-hour wind, blowing them all over Mather Field.

After a flight of about three hours, Lieut. Simonton landed and taxied his plane into its parking space. There on the ground was a whole swarm of bees. Within a few seconds they had attached themselves to the plane. After a caucus had been held, it was decided to send for a bee expert who removed a queen.

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C/o "Hongkong Telegraph"

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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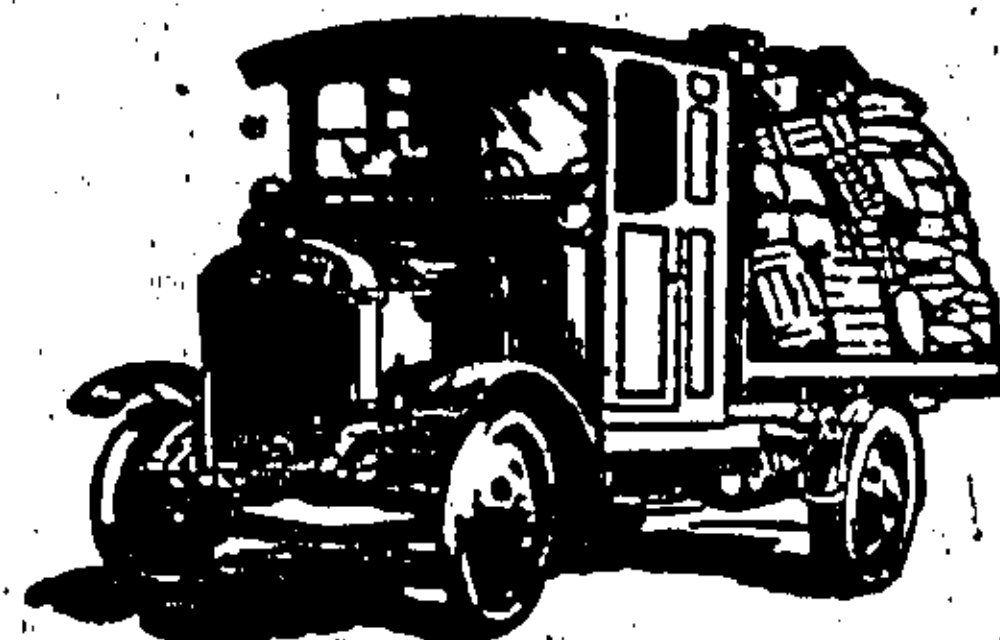
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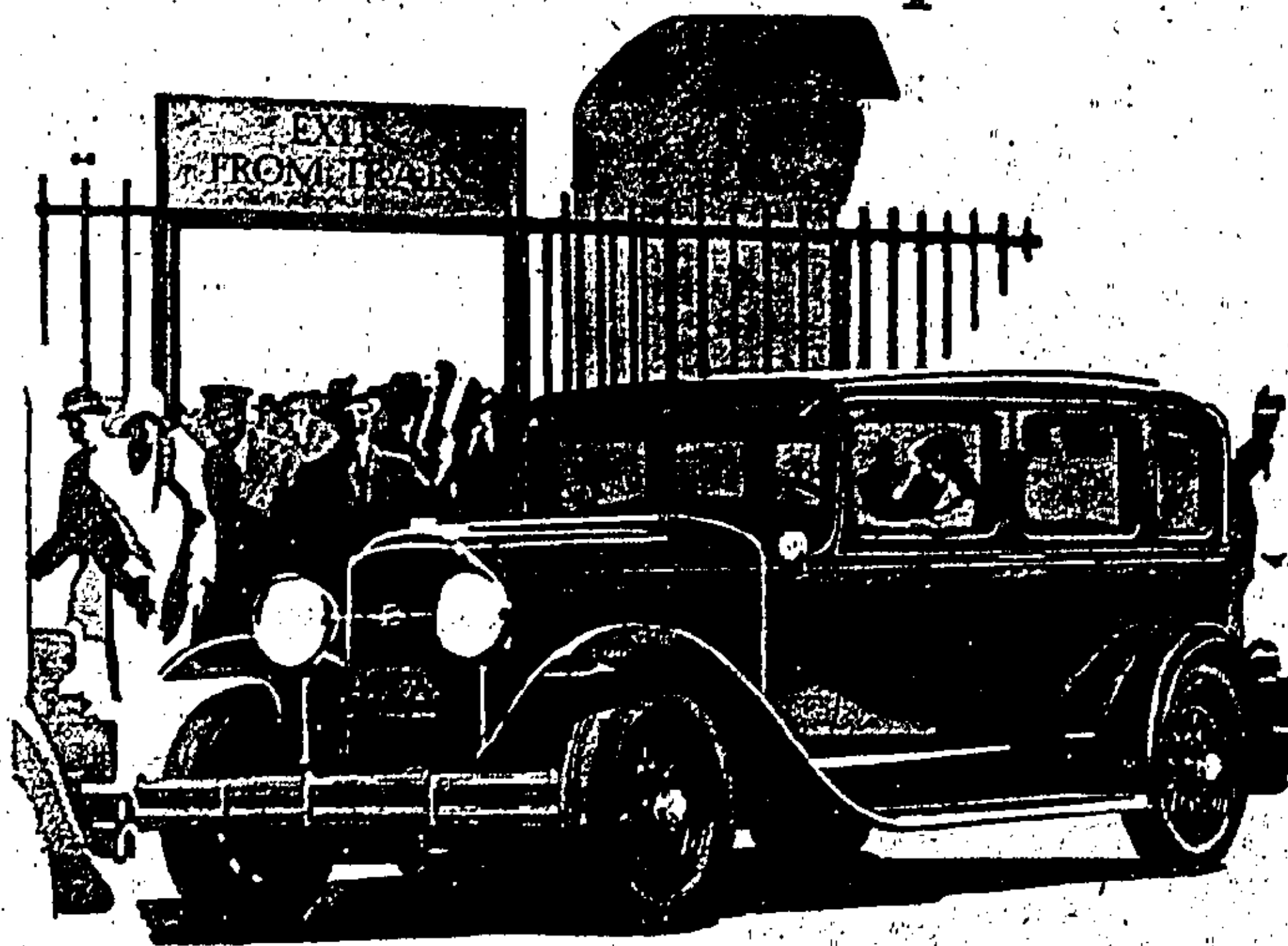
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than 15 hours. Mr. Hawley's stock model Buicks were fueled and lubricated by the new and better Texaco gasoline and Texaco Golden motor oil.

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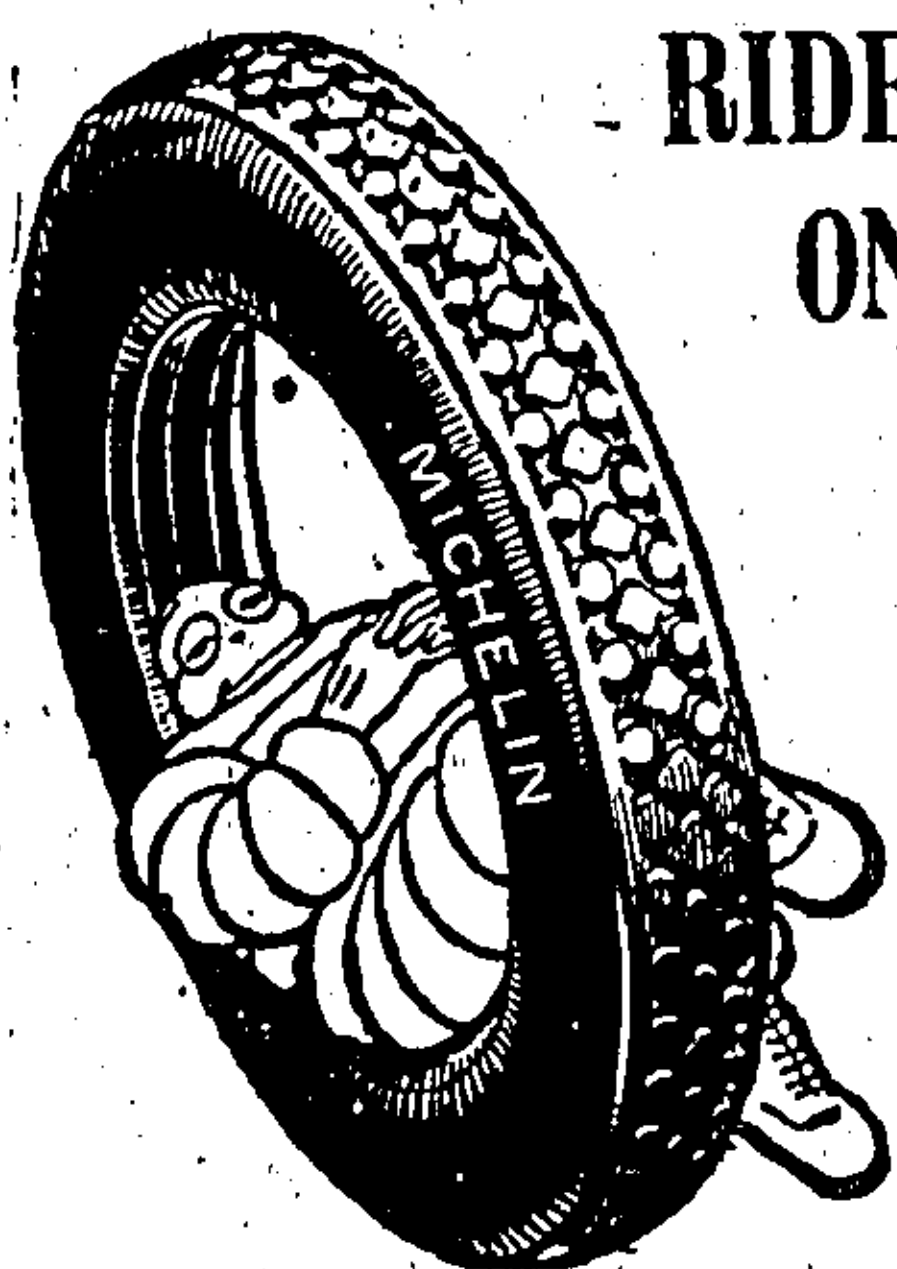
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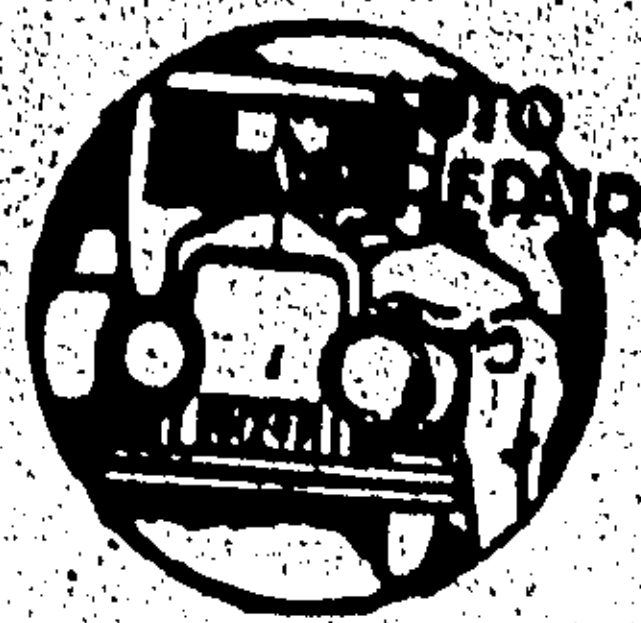
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Pictorial Supplement

August 30th, 1930.

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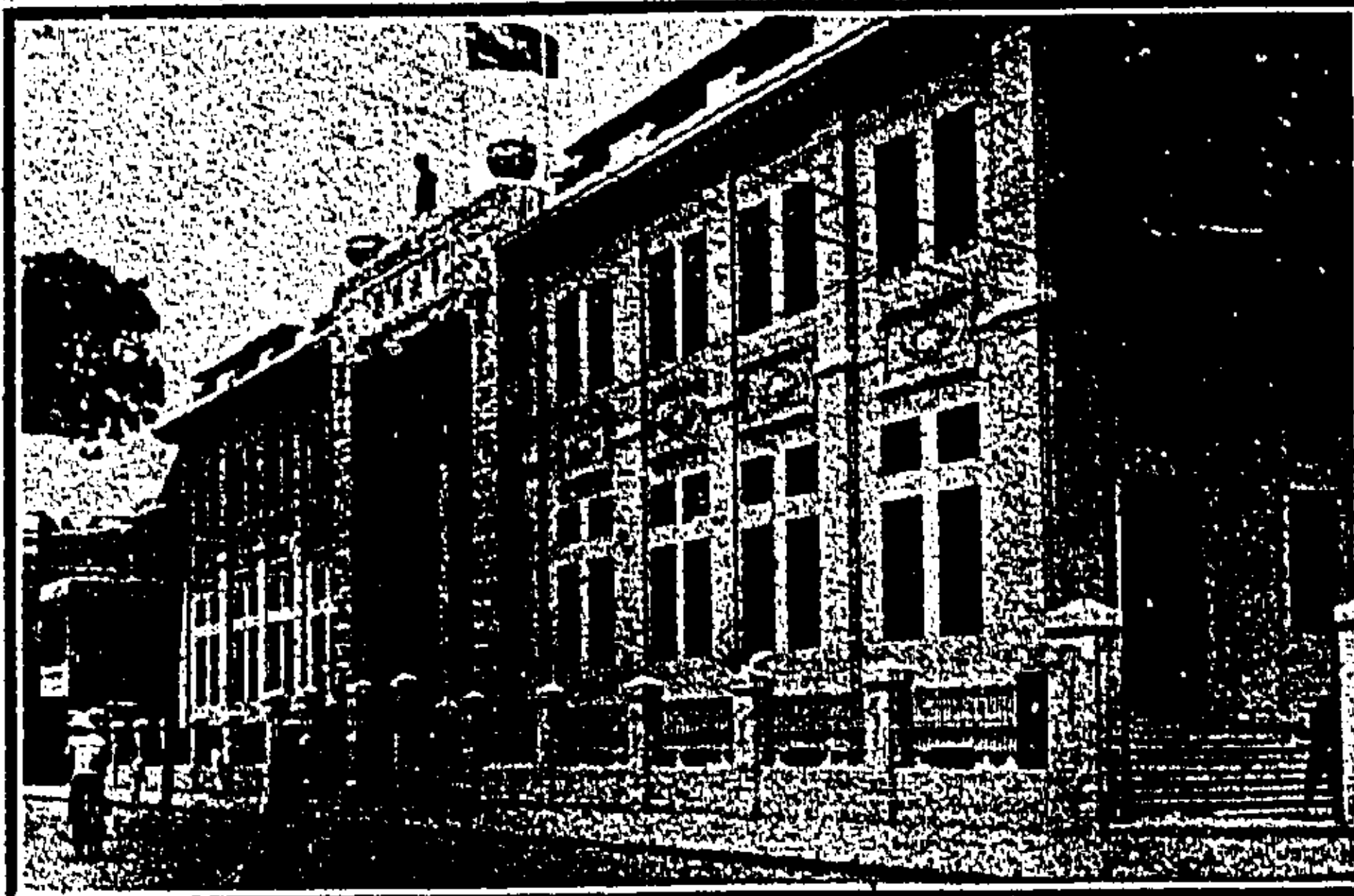
Only by actually seeing and driving the new
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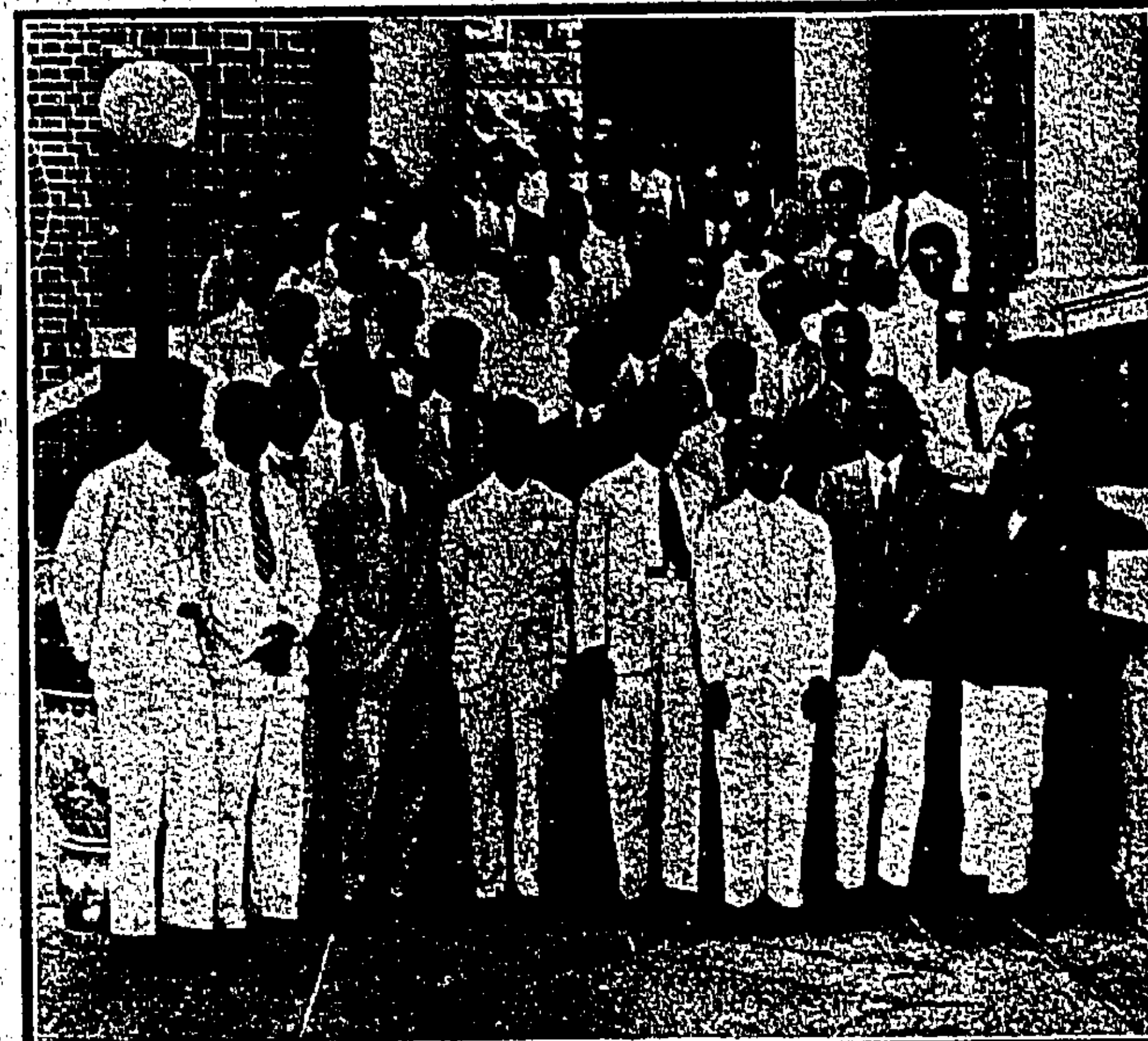
25, Queen's Road Central. and at STUBB'S RD.



This picture, taken in a suburb of Bombay, shows a group of Indians swearing not to touch foreign liquor.



The fine new building of the Central Bank of China in Canton, recently opened to business. It is situated on the site of the old Central Bank which was completely gutted by fire during the "Red" upheaval in 1927.



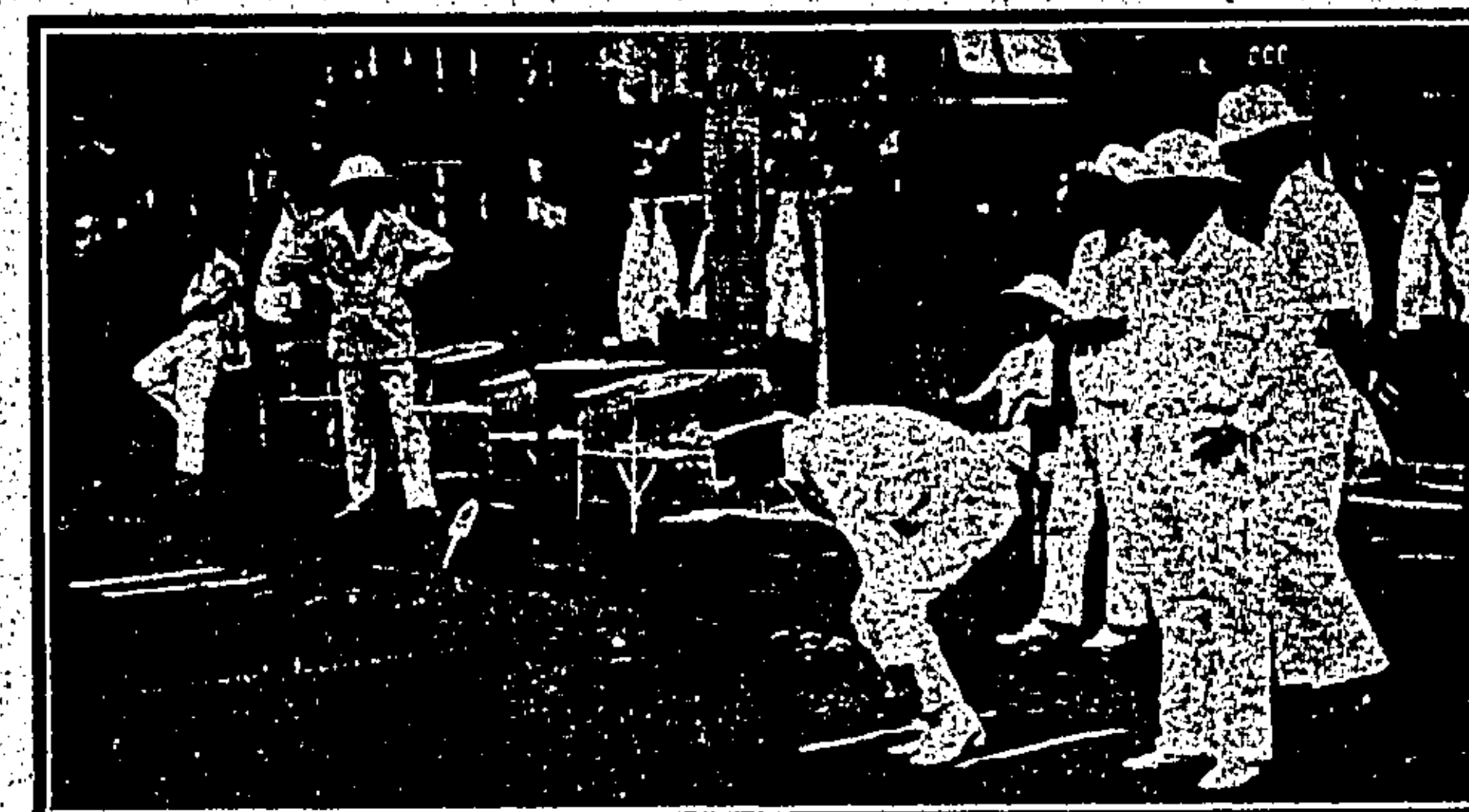
Group taken at a tea party by Mr. H. S. Mok, Vice-Chairman of the South China Athletic Association, at the residence of his father, Mr. Mok Kon-sang, to the staff of the Association. (Photo: Mee Cheung).



In this picture is seen a temporary prison in Bombay, the building having been previously used as a big apartment house. The crowds shown have come to visit those incarcerated.



Here is seen a big mass meeting of Indians in progress in Bombay. An effigy of Gandhi is displayed on the platform.



Snapped during the lawn bowls League match in which Craigen-gower defeated Taikoo by 17 shots and thus for the third year in succession became champions of the First Division. (Photo: Mee Cheung).



"On the Wei-hai-wei front," according to Pte. F. Phillips, Worcestershire Regiment, who entered the above photograph in a Shanghai Holiday Contest competition.



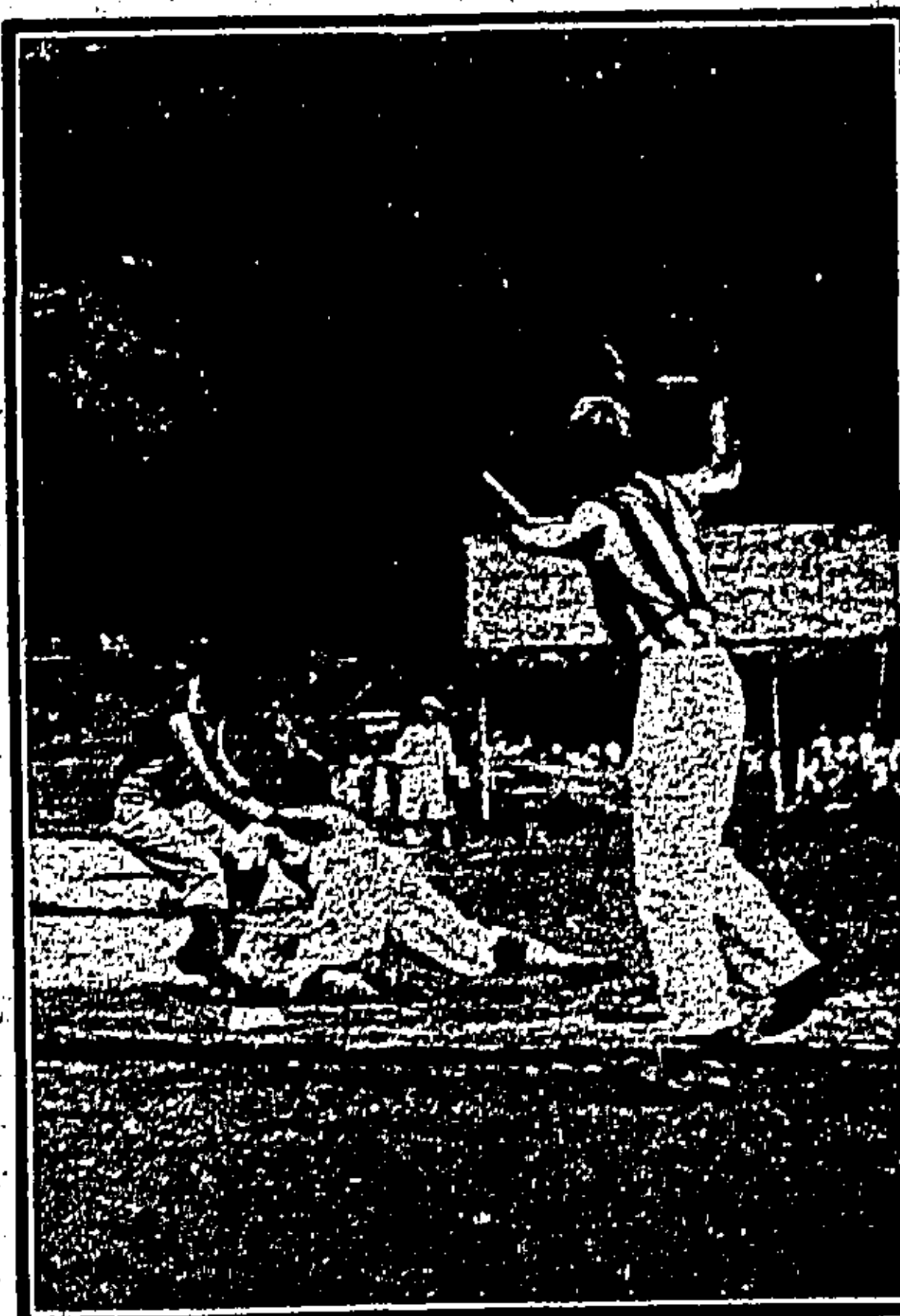
A glimpse of the Worcesters at Wei-hai-wei, taken by L/Cpl. A. Russell with a Kodak camera number two. It is an entry in a Holiday Contest competition at Shanghai.



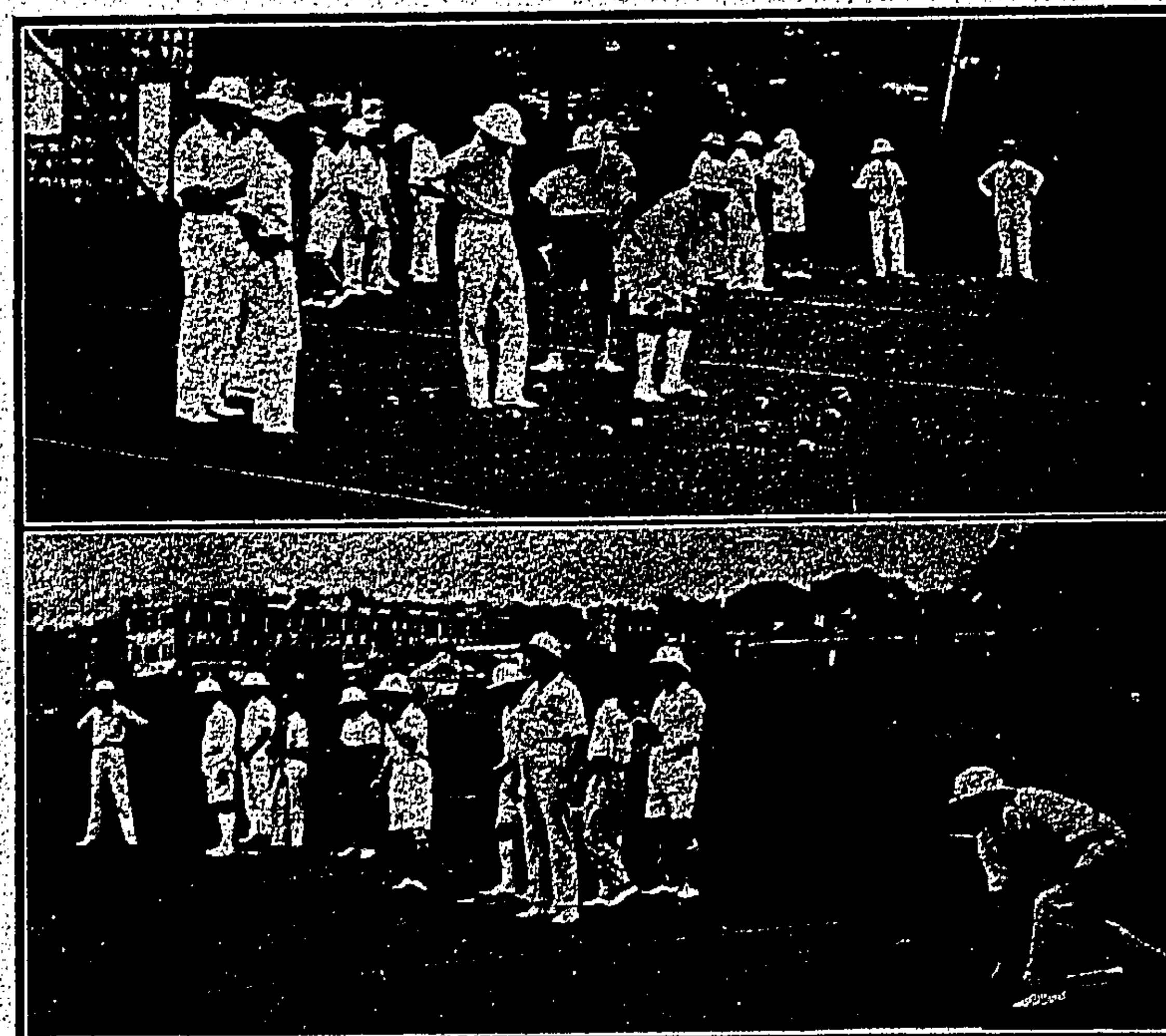
Here is another snapshot of the game in progress at Happy Valley in which Craigen-gower lawn bowlers defeated Taikoo in the First Division of the League. (Photo: Mee Cheung).



The Japanese and Filipino baseball teams engaged in a keen League match last Saturday at Caroline Hill, the former just managing to win after a bad start. Here is a snapshot of the game in progress. (Photo: Mee Cheung).



A thrilling moment in the baseball game between the Japanese and the Filipinos last Saturday, which the former won after an exciting contest. (Photo: Mee Cheung).



In the Second Division of the Lawn Bowls League, Civil Service defeated the K.C.C. on Saturday by 24 shots. Above are seen some of the players in action. (Photo: Lee Fong Studio).



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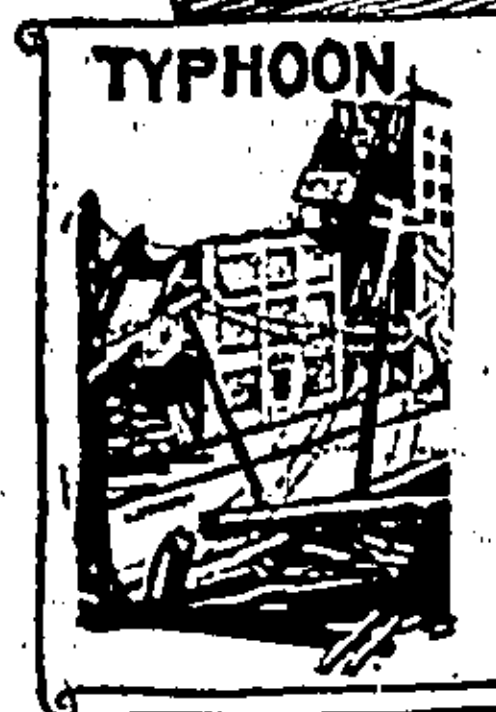
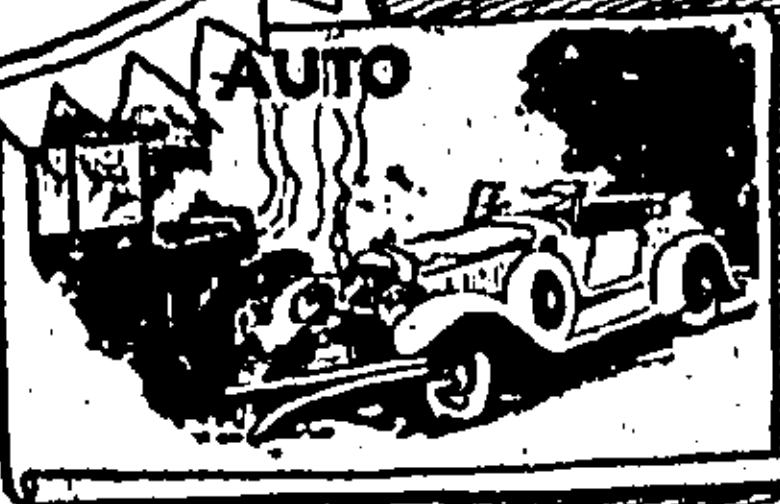
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FIRST DUTY OF WOMAN.

To be Charming, says M. Clemenceau's Daughter.

"Women's first duty is to be charming." That is the opinion given by Madame Madeleine Clemenceau Jacquemaire, daughter of the late Georges Clemenceau, when asked her ideas on the modern woman's insistence on sex equality.

"The girl of to-day makes a mistake in trying to rival men in sports, in the arts, in business," declared the fascinating daughter of "The Tiger."

"Women have their own sphere. I, who am half American (my mother was a native of the United States, you know) am wholly French in my conviction that women should be charming, first and foremost."

"The great women of the past used their intellectual gifts to accentuate their feminine charms."



Wit and stimulating conversation work double damage when accompanied by a bewitching smile and a flash of dark eyes.

"The blue stocking, the precieuse," as we call her in France, is always conscious of sex competition, forgetting that our great Ninon de Lenclos won many a battle of wits, yet always remembered to be lovely. Cleopatra, Aspasia, Russian Catherine were able diplomats, outranking the men in skillful statesmanship, but they were far too wise to flaunt their superiorities.

"One of the outstanding examples of the ideal woman, to my mind, was Madame Roland, the heroine of the French revolution. This beautiful woman was the power behind the Girondist party, the moderates who tried to stem the tide of blood and vengeance."

"Madame Roland was content to sink her identity in that of her husband. She wrote, 'Because

DUKE AND STAGE BEAUTY.

DIVORCE ENDS A MODERN ROMANCE.

London, July 28.

One of the greatest modern romances of the peerage of Great Britain and Ireland went to its final chapter and ultimate smash the other day when a Scottish court gave a divorce to the Duke of Leinster from his Duchess on the grounds of her misconduct.

Starting in beauty, the story ended in bleak sordidness. It began amid all the glamor of the London stage. It ended in the gloomy court room of the Edinburgh Court of Session. The woman in the case had boxed the compass from the dreary London suburb of Brixton to wearing the golden strawberry leaves of a great peeress and then back to Brixton, become more dreary than ever.

Back in 1913, in the happy-go-lucky days before the war, one of the reigning bubs of the London stage was May Etheridge. She had a big part in "Princess Caprice" at the Shaftesbury Theatre and was the toast of the town for her charming youth, her dewy loveliness, her unimpaired innocence. All the gilded young men of her time were head over heels in love with her. They bombarded her with flowers. They filled the front rows of the theatre night after night. They languished for a nod of recognition from her shapely head. They were overjoyed when she deigned to sup with them.

Considered Great Catch.

Twenty-one years before, she had been born in humble circumstances in Brixton and had attended school until she was 13, when she got a minor job on the stage. She was quick; she was intelligent. She rapidly forged to the front. When she had an almost star part, one of her most ardent admirers was Lord Fitzgerald, then in an Irish Guards regiment. He was considered a great matrimonial catch, being a younger son of the Duke of Leinster, the Premier Duke Marquess and Earl of Ireland.

The shy and impressionable, but very good-looking, dark-haired young officer fell madly in love with May Etheridge and she reciprocated his affection. For love of him she refused an advantageous three years contract on the stage and one fine day they gave aristocratic society a real thrill by announcing they had been quietly married at a registrar's office. They spent their honeymoon in Canada on a hunting and fishing trip. In 1914 a son was born to them—Gerald, now Marquis of Kildare and heir to the Dukedom.

When the war broke out, Lord Fitzgerald, like his elder brother, Lord Desmond Fitzgerald, at once went to the front, serving with

men are proud, fierce, clever and learned, they should be our masters. Without women, they would be neither virtuous, loving, kind or happy. So let them retain their



The Duchess of Leinster, left, once a celebrated London stage beauty, has been divorced by her husband, the Duke of Leinster, upper right. At lower right is shown Stanley Williams, a chef, the man who came into the life of the Duchess when she separated from her husband.

the Irish Guards. He was a very valiant soldier and was badly wounded five times. In the meantime his wife returned to the stage and took a leading part in a play with a very significant name—"Watch our Step." In 1922 her husband became Duke of Leinster, his elder brother having died in an accident. But as far back as 1918 the new Duke had sold his reversionary interest in the ducal estates in Ireland for £60,000 and an annuity of £1,000. It became known that he and his Duchess did not get along and were gradually drifting apart. He lived mainly in Scotland. She remained in England.

Discovered in Dying Condition.

There followed an astonishing interval. She literally dropped out of sight. Her very existence seemed forgotten. Then early last spring her name appeared on the first page of the newspapers. She had been discovered lying half clothed and unconscious from gas poisoning in a flat in Brixton, where she had been living with a chef named Stanley Williams. They had had a quarrel about the use of a wireless set and, in his absence, it was

charged, she tried to do away with herself.

Quick action by the police and doctors saved her life and she was then arrested in a charge of attempting to commit suicide. At her trial she strenuously denied trying to kill herself, saying she had only pretended, so as to frighten Williams. The court held that the charge had been made out, but said she was going to be given another chance. She would be released in charge of friends who would take her to a quiet place in the country. But the magistrate added he would put her on probation and suspend sentence for two years, to prevent her from falling into bad habits or getting into bad company.

Pale, poor, and old-looking, a mere wraith of her former lovely self, she was taken away by her friends.

The final chapter was swift and sure. The Duke of Leinster filed suit against her in Scotland, asking for divorce and naming Williams as co-respondent. The action was not defended and the court quickly decided in favour of the plaintiff.

certain privileges that ill become them. If they would wield the vast influence that their sisters of the past did, they can learn many secrets from them."



In commemoration of the 400th anniversary of the death of Cardinal Wolsey a pageant was given in his native town of Ipswich. It was being presented in front of the Tudor House, Christchurch Mansion, now a public museum. Our picture shows a scene during the dress rehearsal. (Times copyright).

A MORTAR BATTERY OF THE FORTIES: THE PAST RECALLED.



The Woolwich Garrison will shortly hold its second Searchlight Tattoo. Our picture, taken during the dress rehearsal, shows "The Mortar Battery" presented by the personnel of the Military College of Science. It is based on the picture by G. Hunt depicting the shooting of a mortar battery on Woolwich Common in 1840. (Times copyright).

Styles That Emphasize Youthfulness

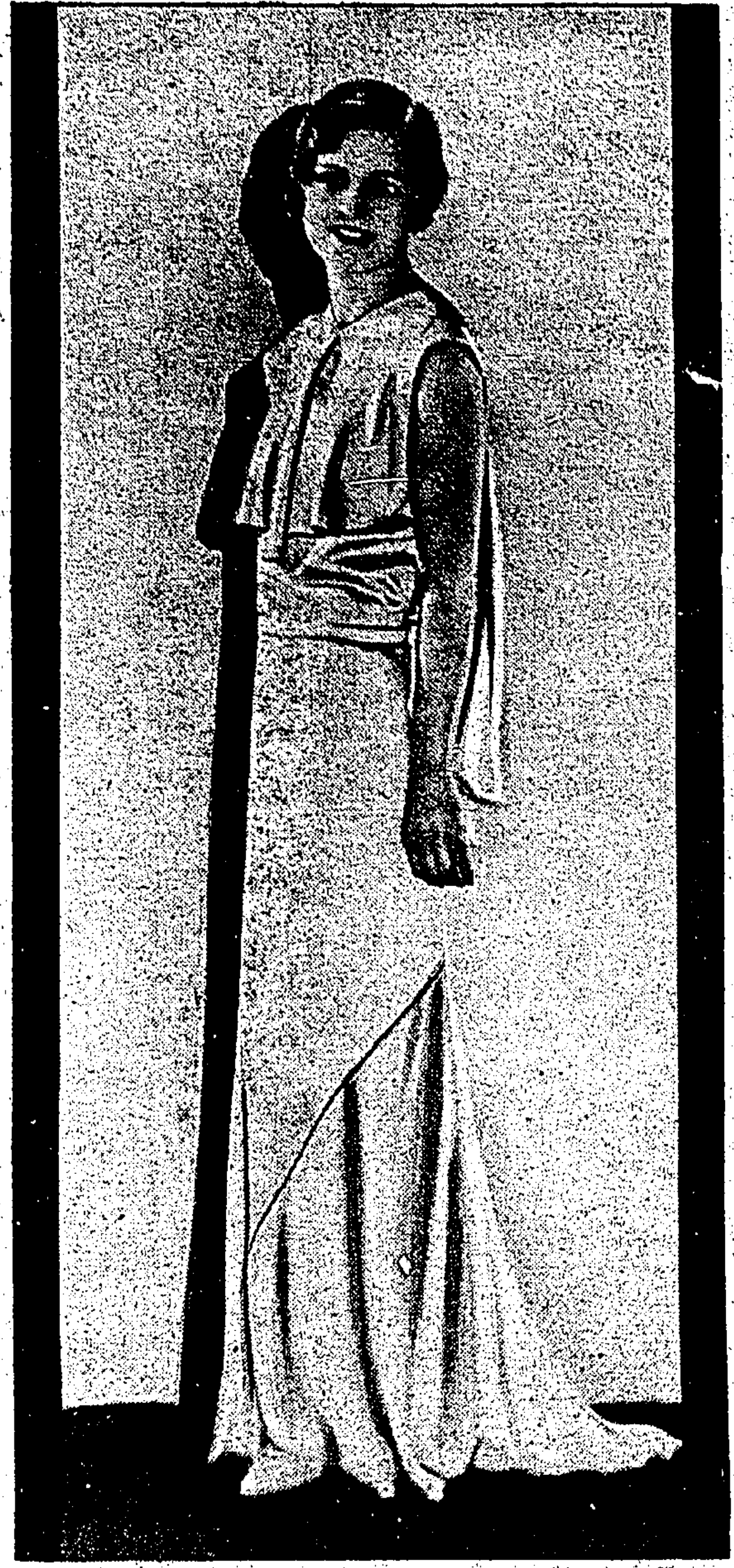


I. Heim uses an ankle length skirt to achieve demure chic on this white crepe remain frock for evening.

Being as sophisticated as your grandmother is no longer fashionable, for sweet young things of today must be their age and not a day more

by Julia

II. there is smart simplicity in this greenish-yellow tweed model called "the side car."



III. by using a removable cape bertha, Cyber makes a gown for both formal and informal wear from this long pale green satin model.



V. for the beach, Jean Patou designs this all-white sports ensemble with a floppy hat.

IV. linen collar and cuffs heighten the charm of the Martial and Armand black jacket suit shown at the left.

STYLES have crystallized by this time so that you can practically buy costumes by your age as well as by your size.

Not that I expect any of you to step into a store and say, "20 years old, size 14, please!" But I do expect you to buy the kind of clothes that will best that precious youth of yours. Avoid ultra fashions. Avoid the truly sophisticated. Why on earth should you want to look like sophisticated grandmothers when you are young things with the priceless bloom of freshness on you?

Simplicity in line, nothing exaggerated, colors that are clear, materials that express crisp or delicate freshness. These are the guide posts. Follow them.

IF it's a party dress you want, avoid the much be-trimmed, fussy, ultra-sophisticated, hour-glass princess things. Get a graceful little dress, one with a long skirt but with enough fullness so it doesn't hug you too tight.

Have your sports things nonchalant but feminine. Wear them just below your knees so you can run and play with abandon. Your afternoon things must be a little longer, of course, but don't go in for dipping, trailing, elaborated afternoon styles, with flutterings here, there and everywhere. Leave them to the unfortunate someone who really wants to take eyes off herself.

THERE are plenty of styles that are first aids to the charm of demureness.

And certainly you can't go wrong choosing hats, because whether you stick to little berets, perched high upon your fair hair, or whether you wear cartwheels for beach and parties, you can find simple enough ones to act as perfect frames for your young face.

In picking suits, exercise a little judgment. Eton jackets are your forte, so are the little box coats, the Frenchy coats with plain crew necks. Avoid the too-fitted, the ultra-sophisticated cuts.

I have selected a group of clothes that illustrate the real youth movement there is in new styles. Not the youth uniforms that the straight-up-and-downs became for a few years. But simple clothes, with lines to suit young figures.

I. FOR evening Heim makes a novel little white crepe remain gown, soft, dull-finished, graceful, with one of the most unusual necklines of the season, an essentially youthful one.

The gown has fitted lines to just below the hips when circular cut and bendings make it flare to real fullness. You will look demure in this gown, with its ankle-length skirt. You will find yourself acting dignified and grownup! No romping in this gown, please! But I think that kind of a feeling is fine. I'm all for it. It is the ultra-siren type of undulating gown that I advise against—dignity, rather than vampishness, is the keynote.

Here is a little gown with one shoulder draped,

the other just covered with a strap that is very distinguished and individual.

II. THIS little suit features a coat and skirt in greenish yellow tweed, a color very good with fresh skins. The blouse is lemon-colored georgette and has an unusual collar, a tricky collar that no one but a youngster should wear. It has only a half collar, the front half. The back is just finished neckline. It buttons up the front clear to the throat and disdains the addition of even a collar. Smart, simple, suitable.

The coat has a round, uncollared neck and a round yoke treatment with just a little fullness across the shoulders under the yoke. There are two patch pockets and the long sleeves button shut. The skirt is gored.

III. CYBER has created a combination evening gown made for both informal and formal wear.

It is pale green satin, made very long, so that it trails a bit on both the sides and in the back. The bodice is draped to the waistline, with a tight effect below but flaring to give a young line by use of wide flouncing.

The unusual feature of this gown is its cape bertha, a little contrivance which is removable, which is short bolero length in front and well below the waistline in back. You slip your arms through it, snap it shut under the chin and you're fixed for informal occasions. Take off the bertha and you have a real decolletage, fit for the most formal dinner and dance of the season.

IV. DO you wear black well? Have you tried it? With the present vogue for black, it seems a very desirable type of costume to encourage.

I have selected a little black marocain jacket frock that will stand you in good stead for all kinds of wear. Travel, the office, luncheon, a little afternoon bridge, supper with the boy friend, all of these can be served by this little outfit.

It is simply made, with a flaring skirt that is finished in the season's popular scallops. There is a hand-made, embroidered handkerchief linen collar with frills and deep jabot that fastens down. The short sleeves have turned-back cuffs to match. A patent-leather belt adorns the waistline.

Over this a three-quarters flaring-sleeved bolero jacket is posed. With or without this, the costume is very good.

V. LAST comes a simple white costume for the beach. Jean Patou uses white woolflower for the skirt and sheer linen for the tucked-in blouse. There are fine tucks running horizontally to make a tailored yet decorative yoke effect and a shirt collar flares open at the throat. Over this is a simple white knitted cardigan, with dull-finished white buttons. On one side a red monogram appears.

The floppy white hat is of paillasson, trimmed with a red grosgrain ribbon of four-inch width. White sports shoes, with red leather saddles and laces, make a nice accessory. It is a very distinguished outfit.

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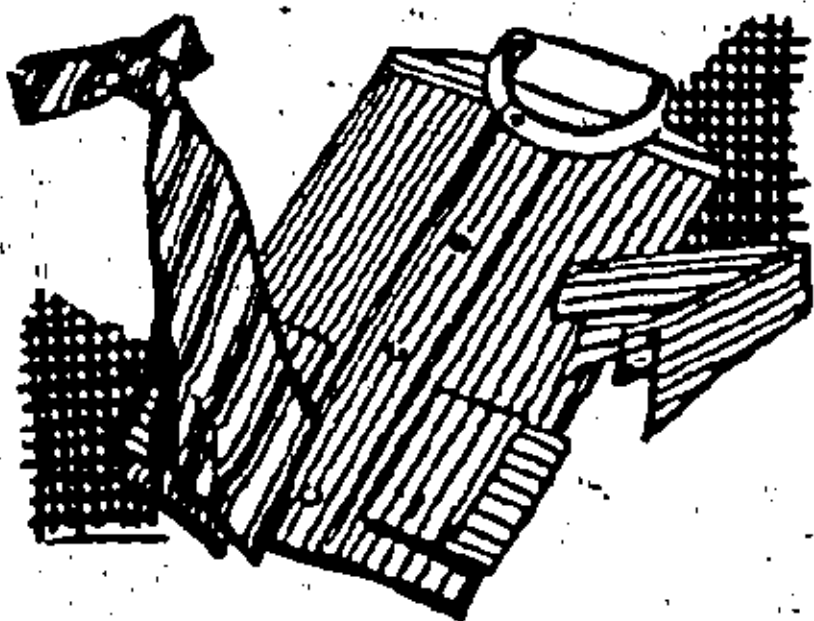
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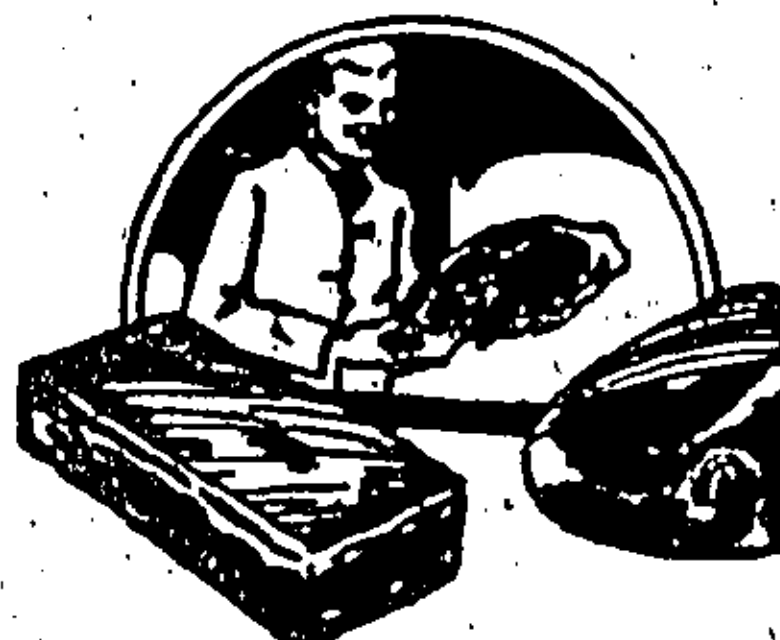
FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said, that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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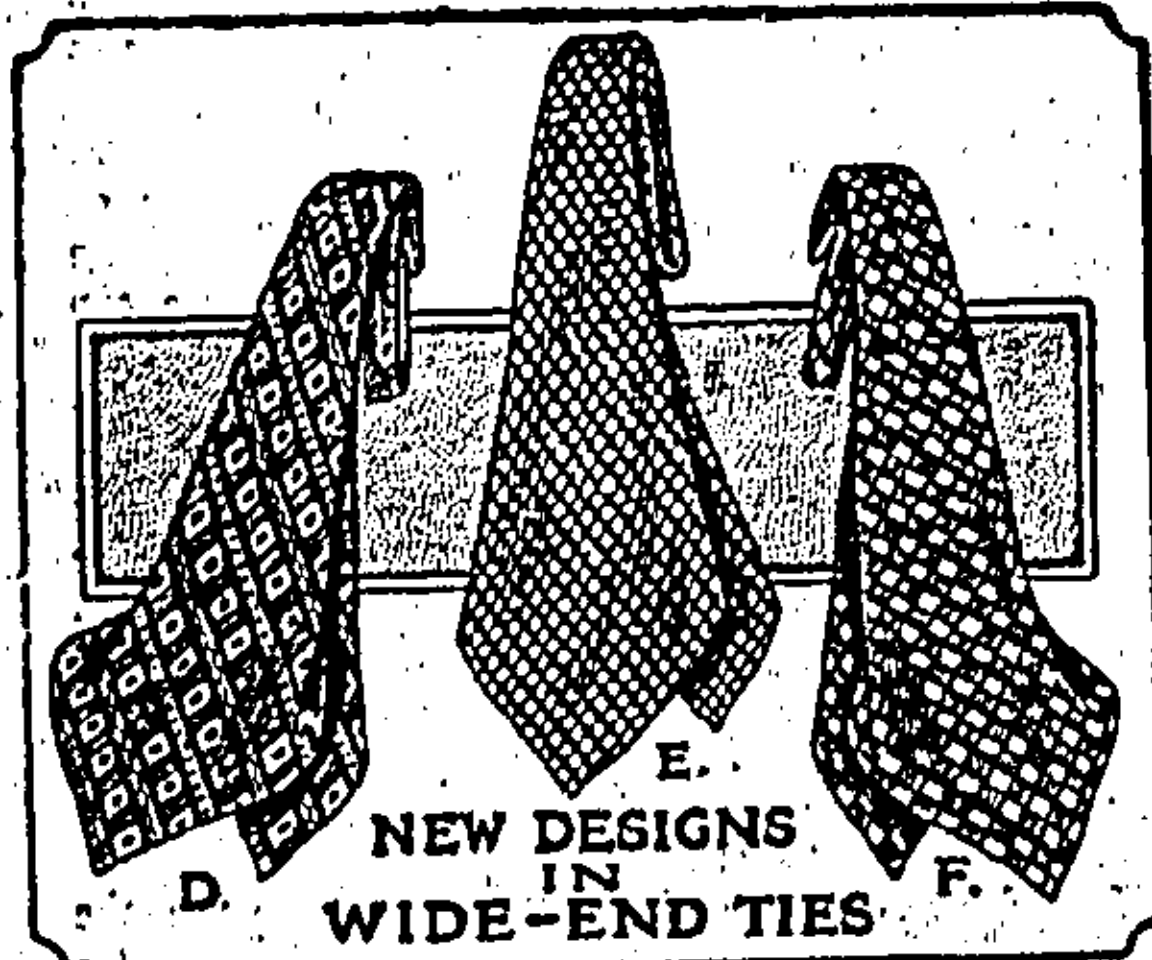
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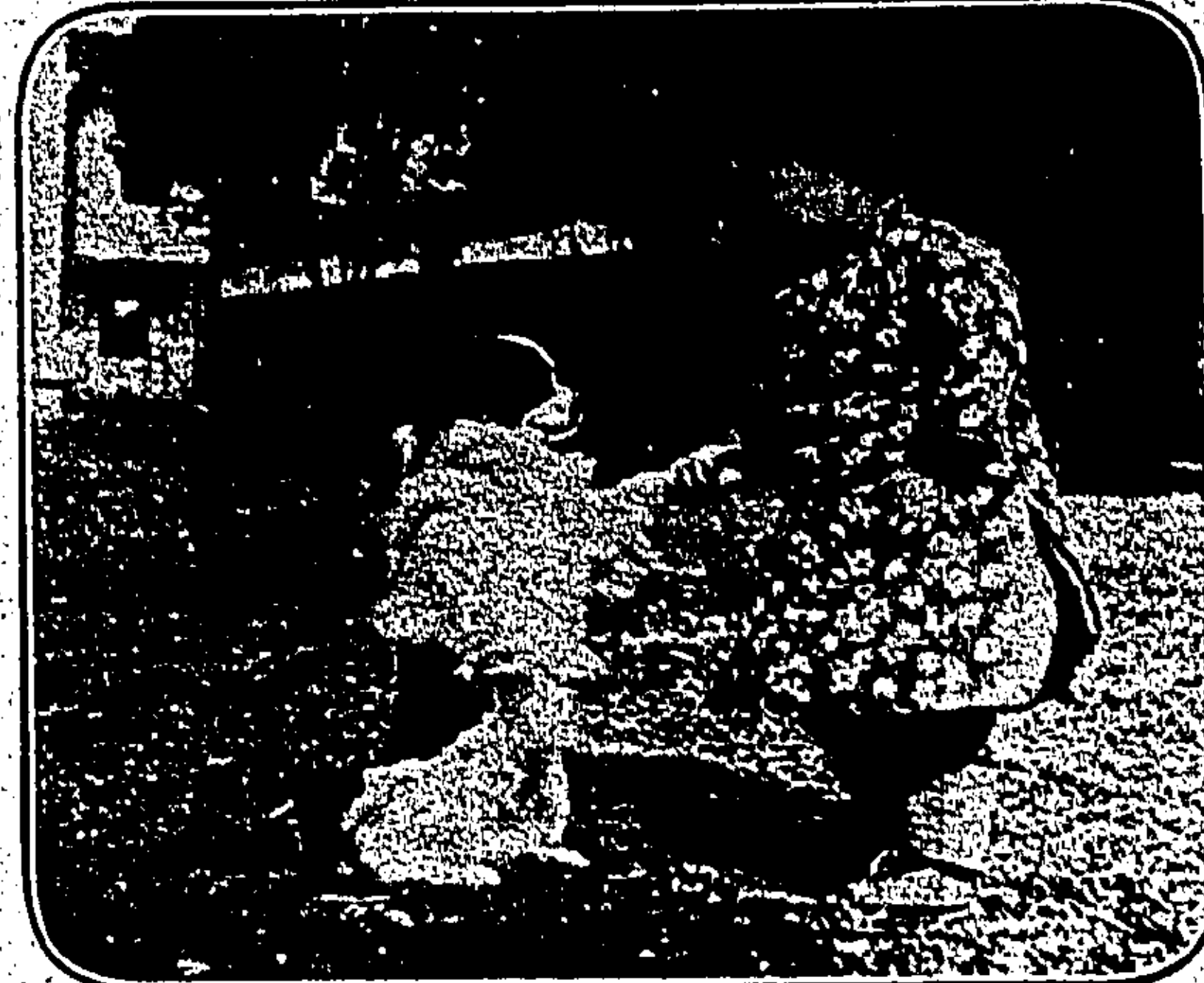
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MEN'S OUTFITTING DEPT.

Whiteaway, Laidlaw & Co., Ltd.



Here are seen the Kowloon Dock killed Boy Scouts ("Dyer's Own"), together with Mr. R. M. Dyer and Pipe Sergeant-Major Mackie.



This happy picture was amongst those entered in a recent Shanghai amateur photographic competition.



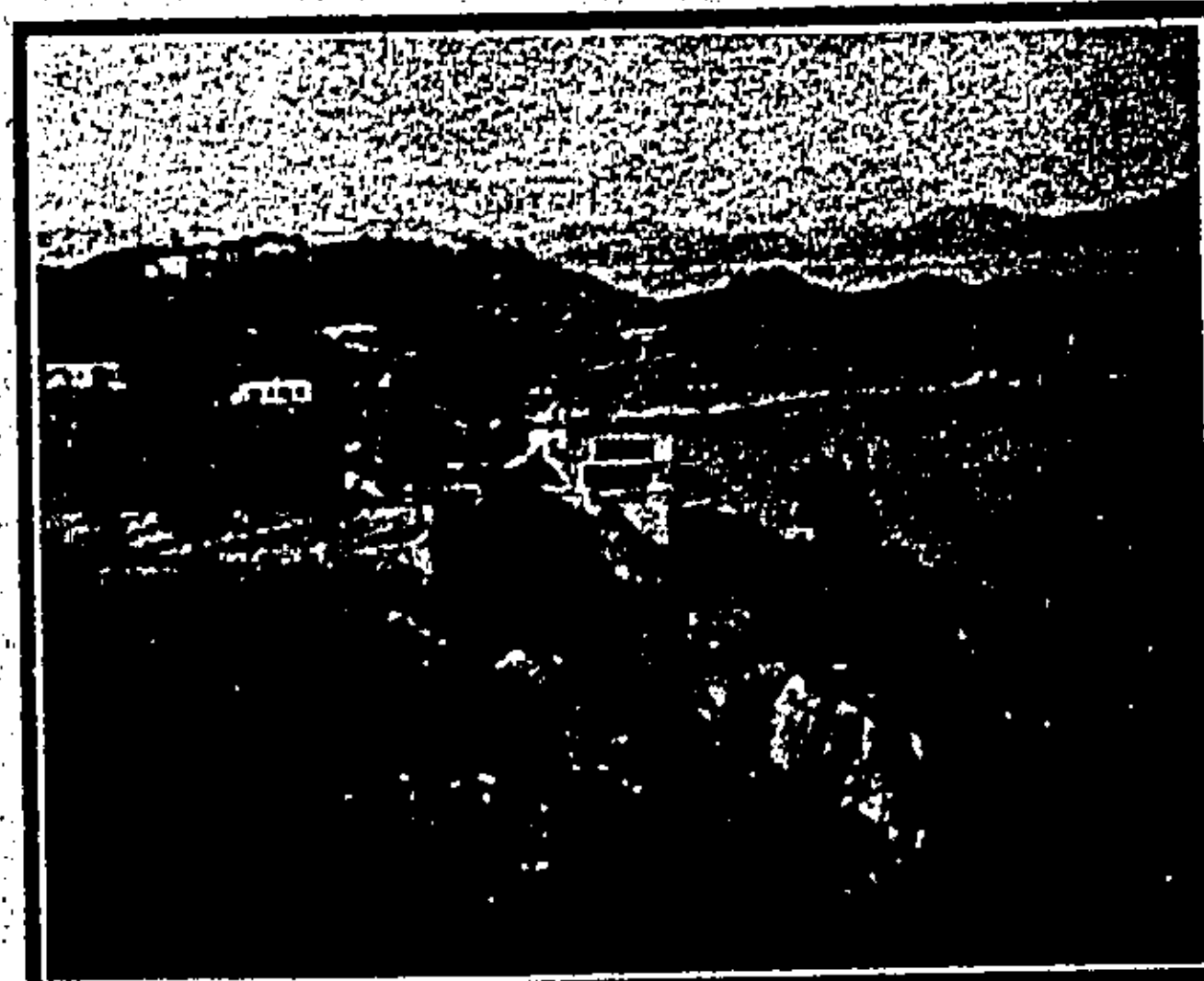
"Alone by the Sad Sea Waves" is the title of this picture entered by Mr. W. J. Priest in a Shanghai holiday contest competition. It was photographed at Obama.



This charming photographic study of a typical scene in Sumatra was taken by a reader of the Telegraph.



In spite of unsettled weather, many holiday-makers watched the racing in the Solent when Cowes Week opened with the Royal London Yacht Club Regatta. Our picture shows some of the crowd witnessing the start of the race for 8-metre boats. (Times copyright).



This photograph gives a good idea of the residences at Cheung Chau, a well-known summer resort for South China missionaries.



This snapshot was taken during the Second Division Lawn Bowls League match, in which Civil Service defeated the K.C.C. by 24 shots on Saturday. (Photo: Lee Fong Studio).



Players who took part in the tennis match between the Indian Recreation Club and the U.S.R.C. By winning, the former secured the Mixed Doubles League championship, not having lost a match. (Photo: Ming Yuen Studio).